



Twentieth Century Impressions  
OF  
W.A.



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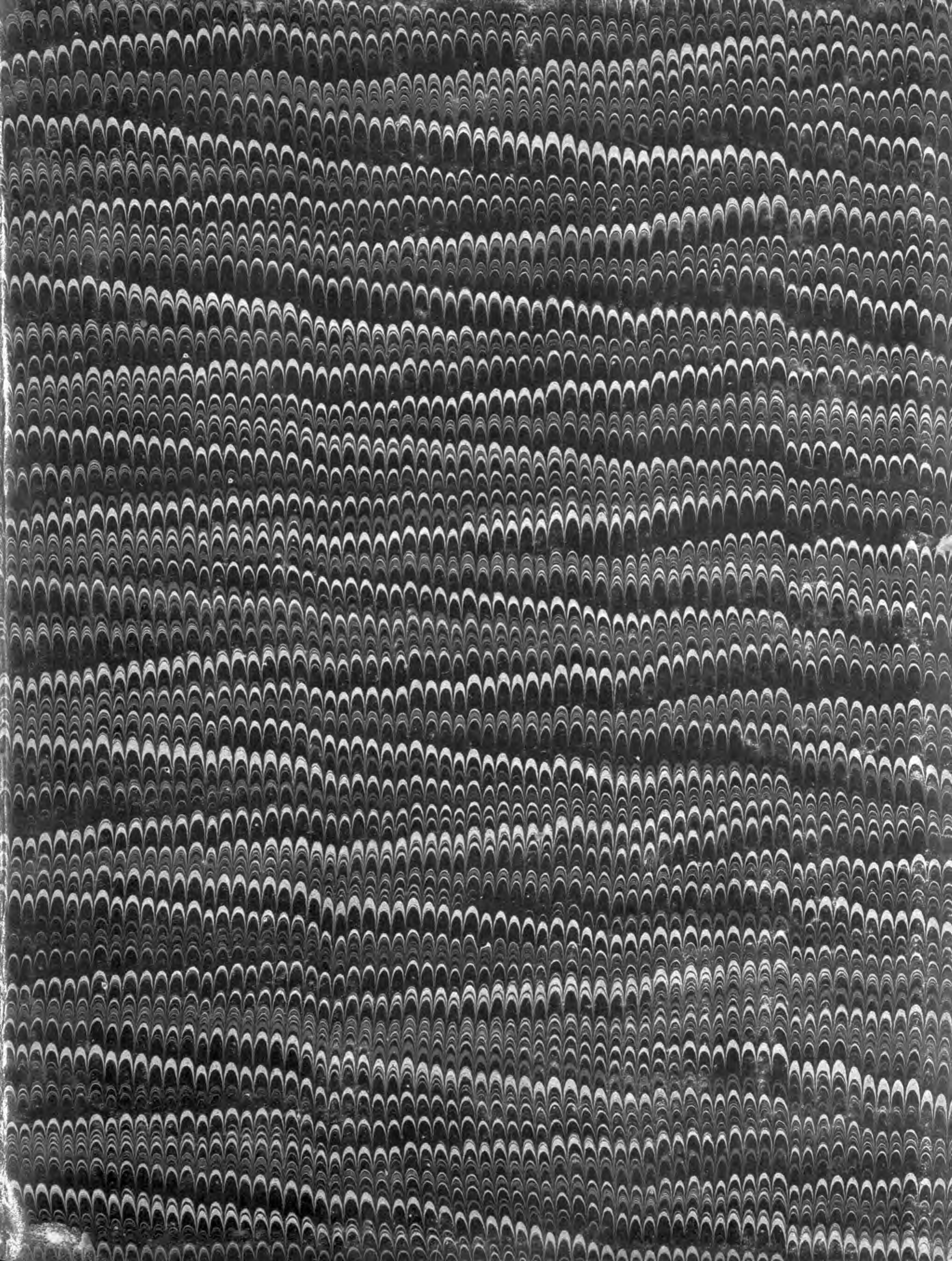
*A Book  
of  
Henry L. White.*

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# Twentieth Century Impressions

OF

## Western Australia.



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PERTH, W.A. :  
P. W. H. THIEL & CO.,  
1901.



Chemical Elements

Physical Properties

NEW YORK  
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HIS EXCELLENCY SIR ARTHUR LAWLEY.







## PREFACE.



THAT a country should require an encyclopædia implies that it has a history and a future. And not only so, but to justify such an undertaking the country must possess encyclopædic features comprehensive in extent, in resources, and in capabilities of development." These were the opening words of a preface written by His Excellency the Earl of Aberdeen—when Governor-General of Canada—to a work which was really an encyclopædia of that splendid British possession, "Our Lady of the Snows." The same introductory sentence may be quoted in the preface to the present work. The aim of the compilers of the "Twentieth Century Impressions of W.A." has been to produce a work which may be described as encyclopædic in character. That the attributes mentioned by Lord Aberdeen apply to Western Australia is a well-ascertained and recognised fact. It is therefore pardonable to venture the opinion that, the publication of this work may be regarded as a practical advantage not only to Western Australia by means of information which it will afford to those engaged in the task of development, but to people in the "Home Land" who take an ever-increasing interest in this State's welfare.

If evidence be required of the necessity existing for such a work, it is supplied in a communication which the Federal Government received only a short time back from the Secretary of State for the Colonies on the question of the establishment of an Intelligence Department in London. Mr. Chamberlain's proposal was to open an Intelligence Branch of the Board of Trade for the dissemination of information regarding commercial intercourse throughout the Empire. The right hon. gentleman pointed out in his despatch that, enquiries which reached the Colonial Office or the Board of Trade were most varied and minute. They included questions as to the condition of markets, and openings for new ventures in the British Colonies, as well as questions relating to names of traders and different classes of goods for which there was a demand. In order to supply the information that would be required by an Intelligence Department such as was suggested, we have included in this work a Commercial Supplement, which gives full particulars of trades and businesses—wholesale and retail—as supplied by the traders themselves. For this no literary merit is claimed either by the Editor, Advisory Board, or Publishers.

The compilers can truly assert that, so far as this State is concerned, the book will supply all the information required of an Intelligence Department.

The Editor desires to express his obligations to those who have so heartily co-operated in the production of this work, which co-operation may be taken as an indication of a natural desire for authoritative information about Western Australia. The aim all through has been to secure accuracy.

The thanks of the compilers are due to His Lordship the Bishop of Perth, Hon. F. H. Piesse, and Hon. H. B. Lefroy, their Advisory Board, who, during the work of compilation, rendered valuable assistance by a general supervision of all the leading sections.

To the heads of the various Government departments, both administrative and scientific, and to many others who assisted (including several of our colleagues on the metropolitan press), the warmest thanks of the compilers are tendered.

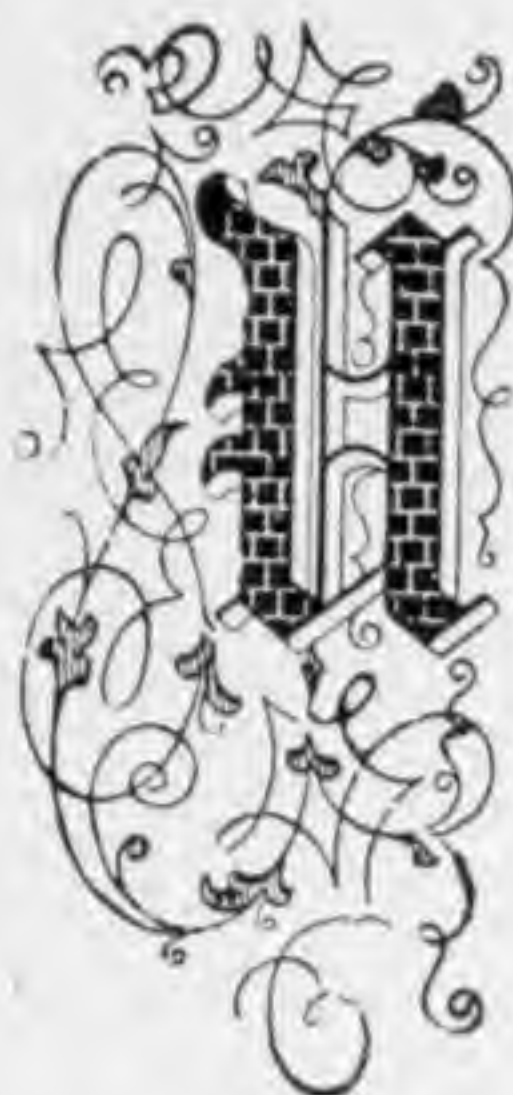
PERTH, November, 1901.







## Presentation to T.R.H. the Duke <sup>AND</sup> Duchess of Cornwall <sup>AND</sup> York.



PON the occasion of the visit of Their Royal Highnesses the Duke and Duchess of Cornwall and York to Western Australia a presentation was made by His Lordship the Bishop of Perth, in company with the Hon. F. H. Piesse and Messrs. S. H. Parker (Mayor of Perth) and L. Alexander (Mayor of Fremantle), on behalf of the subscribers to the "Twentieth Century Impressions of Western Australia," of a handsome casket made of Western Australian woods, containing plates which are now reproduced. It had been originally intended to ask Their Royal Highnesses to accept a copy of the book, but as this could not be completed in time, the casket and plates only were presented; but the Publishers have received permission from the Duke of York to forward to England a copy of the work for acceptance by Their Royal Highnesses. The plates were mounted on white satin, and enclosed in an elegantly bound cover of blue leather, with gold lettering. They embraced panoramic views of Perth and Fremantle—town and harbour—the Margaret River Caves, Government House, and the result of the Federation referendum. The casket, which was 18 in. long, 14 in. wide, and 8 in. deep, was constituted of upwards of one thousand pieces of Western Australian timber.



THE ROYAL CASKET.

At each corner was a black swan, holding a floral festoon, which ran round the top. The panels contained medallions representative of the various industries of the State. The top of the casket was of jarrah, inlaid with sandalwood and native pear, with curly jarrah, blackbutt, and other indigenous woods. The interior was lined with quilted silk in old gold, and each quilt bore a gold crown neatly painted thereon. In offering the casket the Bishop said:—"May it please Your Royal Highness,—A large number of gentlemen are publishing a book of the history of Western Australia, chiefly in the hope that it may be of interest and use to the people at Home to understand the capabilities and possibilities of this vast State. Unfortunately, the book itself is not yet completed, but it will be sent, with Your Royal Highness' gracious permission, to London as soon as it comes from the printer. In the meanwhile I will ask Your Royal Highness to accept a casket made of Australian woods, and containing some of the plates which will be in the volume." The Duke, in reply, stated that the casket was very handsome, and he was delighted to accept it.



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# Twentieth Century Impressions of Western Australia.

## EARLY HISTORY OF THE STATE.

### VOYAGES OF THE FIRST NAVIGATORS.

**T**HERE can be no more fitting time than the dawn of the twentieth century to place on record a few impressions concerning Western Australia and its political, social, industrial, and commercial life.

As in the case of individuals, so in the case of States, there are some which at the outset display a startling precocity, whilst in others the process of development is tediously slow. Western Australia belongs to the latter class so far as the earlier stages of its career are concerned, whilst during the last decade the "Cinderella of Australia" has progressed by leaps and bounds.



ANTONY VAN DIEMEN.

#### EARLY HISTORY.

The story of the first discovery of Terra Australis is so surrounded by much that is legendary and mythical that it is only when we search the historical records of the seventeenth century that we find ourselves on anything like firm ground in relation to geographical researches along the western shores of the vast island continent.

#### DIRK HARTOG.

In 1616, Dirk Hartog, of Amsterdam, commanding the Dutch ship "Eendracht" (Concord) on her outward voyage from Holland to Bantam, discovered what is now known as Sharks' Bay, and gave his name to an island lying on the western side thereof. Hartog nailed up to a post on the island a tin plate in commemoration of this visit of the "Eendracht." In 1697 this plate was found by the famous voyager Willem de Vlaming, who, taking away the original, which he found somewhat difficult to decipher, substituted another plate, on which so much of the former inscription as could be clearly made out was recorded afresh.

Captain Hamelin saw Vlaming's plate in 1801, and Baudin, captain of the French exploring vessel "Naturaliste," was able to testify to its existence in 1803. Subsequently it disappeared altogether. There seems to be no doubt, from the records of the Museum of the French Institute at Paris, that this interesting historical memento passed in 1821 into the custody of the Institute, but it was there mislaid, and all trace of it has now been lost.

Dirk Hartog gave the name of Eendracht's Land to the country lying between latitude 26 deg. 30 m. S., and 23 deg. S., through which the rivers Lyn-

don, Minilya, and Gascoyne run westerly to the Indian Ocean. In 1619, Captain Jacob d'Edel followed up Hartog's tracks, and, keeping a little to the south thereof, gave the name of Edelsland to the coastal district lying immediately to the south of Sharks' Bay.

#### THE LEEUWIN.

Three years later the south-western extremity of the continent received the name of the "Landt van der Leeuwin," or land of the lioness, after the Dutch ship Leeuwin. In 1627, Captain Pieterz Nuyts, commanding the Dutch ship "Gulde Zeepaerd," being driven out of his course on the voyage from Holland to



NICHOLAS BAUDIN.



the Dutch East Indies, accidentally discovered the southern coast of the continent, which, to the extent of about 1,000 miles of the coast-line, was accordingly marked on the charts of the Dutch East India Company as "Nuyts' Land."

#### DUTCH ENTERPRISE.

During all this time, of course, the

ancient tradition survived concerning the existence of a great southern continent in these seas; but whether this was, as some maintained, an island, or whether it extended in an unbroken line to the Antarctic Pole, remained open to doubt. In 1628, Captain Peter Carpenter entered and explored the Gulf of Carpentaria. He appears to have entertained a higher idea of the value of Australian territory than was formed by

his predecessors, and his representations to the Dutch East India Company were such that his enterprising directors sent out from the Texel an exploring fleet of eleven vessels. Of the career of only one of these—the "Batavia," commanded by the brave and luckless Captain Pelsart—have we now any record. Whether owing to accident or design, the Dutch made public only the most meagre details concerning any of their



ARTHUR'S HEAD, FREMANTLE.  
(From an old Dutch Drawing.)



explorations in the unknown southern seas.

The probability is that, in their capacity of monopolist traders they were naturally undesirous of making common property valuable information, which had only been gained at great cost to themselves. This, at any rate, was the case during all the earlier years of the seventeenth century, and in later years there was an even more powerful incentive at work. It then became probable that, Britain which was fast gaining supremacy of the ocean, might eventually drive the Hollanders from their holdings in the Asiatic seas, and even threaten their continued comfortable existence in Europe. In that case, it might become necessary to fall back upon more remote territory, and it was, therefore, worth the while of the Dutch

to retain in their own possession whatever information might be procurable respecting a vast area of country concerning which the other nations of the world knew little or nothing.

#### WRECK OF THE BATAVIA.

Pelsart was wrecked on the Abrolhos, to the west of Champion Bay, on June 4, 1629. The "Batavia" carried a large crew and a great number of passengers. Pelsart, leaving the bulk of them behind on the Abrolhos Reef, got away in a small boat to Batavia, where he secured the use of a frigate called the "Sardam," in which he returned to rescue his shipwrecked companions. Meanwhile a mutiny had broken out, headed by the supercargo, Jerome Cornelis, who had slaughtered many of the passengers, and

proposed to hail and seize any passing ship, with a view to a buccaneering career in the Indian Ocean. This design was frustrated by Pelsart, who, receiving a timely hint on his arrival of the intentions of the mutineers, surprised the ringleaders.

#### THE FIRST WHITE SETTLERS.

The mutineers had already murdered no less than 125 of the passengers and crew. Pelsart, after placing the chief offenders in irons, held a sort of court-martial, at which it was decided to hang Cornelis and a few of the worst offenders. Others were taken off to Batavia, and there sentenced to death. But the strangest fate of all was reserved for two of the offenders. These men were ordered to be "marooned" on the mainland near Champion Bay. What particular object Pelsart and his comrades had in view in selecting this peculiar form of punishment is hard to say. History is silent upon the point; but the hard fact remains that the two first white settlers on the mainland of the Australian continent were a couple of Dutch murderers.

In the next succeeding years the Dutch continued their explorations along the western and northern coasts of Australia with varying success. The northern part they named Van Diemen's Land, after the Governor of Batavia, thus anticipating in a curious manner the subsequent adoption of the same nomenclature in regard to the most southerly portion of Australia. Tasman, who, in 1642, discovered the island of Tasmania, called this also Van Diemen's Land, but after the lapse of two hundred years a modification of the name of the great voyager himself was considered in every way preferable to the cumbrous appellation of a little-known Dutch Governor.

#### OTHER EARLY SETTLERS.

The next settlers of whom we have any record were sixty-eight of the ship's company of the Vergulde Draek (Gilt Dragon). This vessel was wrecked on an island near the site of the present port of Fremantle—probably either Rott-nest or Carnac, though the Dutch records give the position as 30 deg. 49 m., and the date as April, 1656. No fewer than 118 of the crew were drowned directly the ship struck, but sixty-eight men managed somehow to reach the mouth of the Swan River. What ultimately became of these people no one knows. It is improbable that they should all have died of starvation, nor is it likely that they should have been murdered by the natives, who, unless provoked by senseless outrages, were, on the whole, of peaceable habits and disposition. The probability is that, some at least, of the more hardy of the crew made their way southwards towards the Blackwood River, and there laid the foundation of some of the curious traditions subsequently current in that part of the country concerning the advent of pale-faced strangers.

#### THE FIRST ANGLO-AUSTRALIAN.

We now come to an incident, regarded as of little moment at the time,



King's Post.

Hamelin or Hartog's Post.

The land seen in the distance is Peron's Peninsula, which forms the east side of Denham Sound.

KING AND HARTOG'S POSTS IN 1890.



which, nevertheless, has vitally affected the destinies of Australia. This was the arrival of the Englishman, William Dampier, who was one of the most remarkable men of a very remarkable age. Unlike most of the adventurous voyagers of his day, he had not only received a very fair education, but possessed considerable literary talent, and the patience to record his varied experiences in a permanent form for the benefit, not merely of his own generation, but of posterity. Born near Yeovil, in the county of Somerset, he sailed in 1769, when about twenty-seven years of age, in the ship "Loyal Merchant," from London, with a cargo of general merchandise for the West Indies. Having disposed of his wares in Jamaica, he started on an expedition which had for its object the exploration of Central America. However, the crew mutinied, and decided to turn buccaneers; and, after some hesitation, Dampier agreed to throw in his lot with them. Whole volumes would be necessary to do justice to the series of extraordinary adventures in which he then became involved. In the course of their piratical and murderous career, Dampier and his comrades found it advisable to keep as far out of the track of the vessels of war of civilised nations as possible, and thus for the next nine or ten years Dampier travelled successively among the West Indies, around Cape Horn, up the west coast of South America, among the South Sea Islands, thence to China and Western Australia. Having once taken up with a band of cut-throat pirates, he found it exceedingly difficult to sever the connection, notwithstanding that he more than once, having that object in view, changed from one vessel to another, and became associated with different crews of varying degrees of rapacity and bloodthirstiness.

At last, on January 4, 1688, Dampier sighted the coast of Western Australia near where the town of Derby now stands, in the Kimberley Division. Dampier expressed himself as being uncertain whether Australia were an island or not; but he laid it down as being beyond doubt that it did not join on at any point to the continents of Asia, Africa, or America. He formed a very poor opinion of the suitability of so much of the mainland of Australia as he personally saw as a field for colonisation. It must be remembered that Dampier and his colleagues attached little value to any land which was not of the rich sub-tropical class to which they had been accustomed in the West Indies, and which could be profitably cultivated either by indigenous or imported cheap labour.

The idea of running vast herds of cattle over boundless plains had, as a matter of commercial enterprise, not yet dawned upon the world. There was no market for meat, and very little for either hides or wool. What the older civilisations of Europe craved for was the class of wares which could not be produced in the temperate zones, and for choice those articles were most sought after the cost of which was such that they could stand a heavy freight.

Dampier also formed a very poor opinion of the aboriginal inhabitants, whom he described as "the miserabest

people in the world." On returning to England, instead of meeting with the fate of many of his comrades, who were either hanged, or marooned or slaughtered by their fellow-ruffians, Dampier had the extraordinary good fortune to attract the favourable attention of King William III., who placed him in command of a naval expedition which sailed for Australia in 1699. Dampier once more selected the west coast of the continent as the scene of his explorations. Unfortunately, the whole of his charts, his manuscripts, and the almost priceless records which he had with him of the earlier Dutch and Spanish voyages, were lost with him on the return journey.

From Dampier's time onwards there is very little of interest to record concerning West Australian exploration, although the Dutch continued to send occasional expeditions at intervals during the next hundred years, and the French despatched two vessels in 1792 to search for traces of Count La Perouse along the south-western coast. This



WILLIAM DAMPIER.

search proving unsuccessful, the French sent out more ships with the same object in 1801, and by their aid practically the whole of the western coast line was submitted to a most careful investigation, but without discovering any indications of the former presence of Count La Perouse, who, it subsequently transpired, had been wrecked on one of the islands of the New Hebrides group.

In October, 1791, Captain George Vancouver, R.N., an illustrious navigator, touched at King George's Sound, and obtained water for his ship, the "Discovery." Sir W. C. F. Robinson, the Governor of Western Australia, at the close of his second administration, in February, 1895, caused a tablet to be placed where Captain Vancouver landed.

#### FIRST SETTLEMENT AT KING GEORGE'S SOUND.

During the first quarter of the nine-

teenth century, the British and the French nations practically divided between them the honours of geographical research, so far as the western coast of the island continent was concerned. It was not, however, until 1825 that the question of the formal occupation of this portion of Australia was first seriously considered by either nationality. In that year a rumour gained ground that the French contemplated seizing so much of the country as had not already been definitely recognised as being under the British flag. With a view to preventing the carrying out of that design, Sir Ralph Darling, then Governor of New South Wales, despatched Major Lockyer, with a few soldiers and a party of convicts, to endeavour to form a settlement at King George's Sound, at which place the little band of pioneers landed on Christmas Day, 1825. Some doubt has been expressed by various authorities as to whether the French had, at any time, any serious intention of establishing a colony, or colonies, in Australia; but it is certain that, about the year 1825, the French inquired of the British Government what were the territorial limits claimed by England in Australia, and that the French vessels were at this period particularly active in Australian waters.

#### SWAN RIVER SETTLEMENT.

The King George's Sound Settlement was, from the first, doomed to failures. Neither the officials nor the convicts under their charge were of the class of men who usually make successful colonists, nor was the country of a kind which could hold out great hopes to men who were rather the occupiers of a military outpost than ordinary settlers. Meanwhile Governor Darling pushed forward his plans for the occupation of the country in the vicinity of the Swan River. On January 17, 1827, H.M. frigate "Success," under the command of Captain Stirling, was despatched from Sydney with orders to report upon the suitability of the lands on the banks of the Swan as the site of a settlement. Among the passengers was Mr. Charles Fraser, the colonial botanist of New South Wales. Having accomplished the duty assigned to her, the "Success" returned to Sydney in April of the same year, and her officers made such a favourable report that Governor Darling decided to send Captain Stirling to England to press upon the Home Government the desirableness of immediately establishing a settlement. Captain Stirling, soon after his arrival in London, was entrusted with the responsible task of organising the preliminary arrangements.

#### HOISTING THE FLAG.

In pursuance of the plan of operations finally determined upon, Captain Chas. H. Fremantle, of H.M.S. "Challenger," hoisted the British flag on May 2, 1829, on the South Head of the Swan River, and formally took possession of "all that part of New Holland which is not included within the territory of New South Wales." It may be of interest to note here that, although as far back as 1814, the continent, at the suggestion of Captain Flinders, had received the name





CAPT. VANCOUVER'S TABLET.

of Australia, it continued for many years to be known alternatively in Europe as New Holland.

#### THE FIRST LIEUT.-GOVERNOR OF WESTERN AUSTRALIA.

Just one month after the hoisting of the flag on the banks of the Swan, Lieutenant-Governor Stirling arrived in the transport "Parmelia," and a few days later came H.M.S. "Sulphur" with a detachment of the 63rd Regiment. The passengers by both vessels were landed on Garden Island, where temporary shelters were erected for their protection from the wintry weather. The Lieutenant-Governor, however, accompanied by many of his staff, proceeded almost immediately to the mainland, where, on June 18, 1829, was issued and publicly read the first order proclaiming the colony of Western Australia. This proclamation provided, among other things, for the maintenance of law and order within the settlement, the protection of the territory from invasion or from the attacks of hostile tribes, and the immediate publication of the terms on which grants of land might be obtained.

#### PASSENGERS BY THE "PARMELIA."

The following is a list of the passengers who embarked on board the "Parmelia" at Portsmouth on the 3rd February, 1829:—

Captain Stirling, R.N., Lieut.-Governor; Mrs. Ellen Stirling; Andrew Stirling, 3 years; William Stirling (nephew); George Mangles; George Eliot, 11 years; Thomas Blakey; John Kelly; James Morgan; P. Brown, Colonial Secretary; Mrs. Caroline Brown; MacBride Brown, 2 years; Ann Brown, 6 months; Richard Evans; Margaret McLeod; Mary Ann Smith; James Morgan, storekeeper; Mrs. Rebecca Morgan; Rebecca Morgan, 12 years; Ann Shipsey; Patrick Murphy; Commander M. J. Currie, harbour master;

Mrs. Jane Currie; Frederick Ludlow; Mildred Kitts Ludlow; Jane Fruin; John S. Roe, surveyor; Mrs. Matilda Roe; Charles D. Wright; H. C. Sutherland, assistant surveyor; Mrs. Ann Sutherland; W. Shilton, clerk to Colonial Secretary; James Drummond, agriculturist; Mrs. Sarah Drummond; Thomas Drummond, 18 years; Jane Drummond, 16 years; James Drummond, 15 years; John Drummond, 13 years; Johnson Drummond, 9 years; Euphemia Drummond, 3 years; Elizabeth Gamble; Charles Simmons, surgeon; Tully Daly, assistant surgeon; Mrs. Jane Daly; Jessie Jane Daly, 8 years; Joseph T. Daly, 6 years; Hy. Jno. Daly, 4 years; Edwd. N. Daly, 2 years; Eliza Rose Daly, 2 months; Jas. Elliott; Alex. Fandam, cooper; Mary Fandam; Wm. Hoking, artificer; Mary Hoking; Jno. Hoking, 14 years; Mary Hoking, 10 years; Thos. Hoking, 8 years;

David Hoking, 6 years; Chas. Hoking, 2 years; Thos. Davis, smith; Catherine Davis; Jno. Davis, 3 years; Charlotte Davis, 2 years; Jno. Davis (nephew), 13 years; James C. Smith, boat builder; Sarah Smith.

The "Parmelia" arrived off the Swan River at the close of May, and on the 1st June, 1829, Capt. Stirling landed near Rous Head. On the 18th June of that year the first order was issued proclaiming the colony of Western Australia.

In a somewhat rare little volume published in London in 1835, entitled the "State and Position of Western Australia," by Captain F. Chidley Irwin, kindly placed at the disposal of the editor by the Hon. F. H. Piesse, there are some passages which throw curious side-lights upon the early history of the colony. Captain Irwin was in command of the little detachment of troops which accompanied Sir James Stirling on the foundation of the colony in 1829, and acted as Lieut.-Governor during the absence of Sir James Stirling in England in 1832. Captain Irwin quotes from one of the earliest despatches of Sir James Stirling, written in 1830, wherein the Governor attributes the want of success of the early settlers to the faults or deficiencies of the immigrants themselves. "The greater part"—said Sir James—"incapable of succeeding in England, are not likely to prosper here to the extent of their groundless and inconsiderate expectations. Many of the settlers who have come should never have left England. . . . I would earnestly request that for a few years the helpless and inefficient may be kept from the settlement." But, notwithstanding this somewhat pathetic deliverance of our first Governor, there were some splendid men among the early settlers, and of them it may be said, in the words of the oft-quoted inscription on the tomb of Sir Christopher Wren, "Si monumentum requiris, circumspice."

One of their main difficulties was that they were advised before starting from England that money would be of little use to them. Those who, to begin with, had little or nothing, were glad to be-



KING GEORGE'S SOUND, 1826.



lieve this; while those who really had considerable capital converted it all into merchandise or personal effects of one kind and another. In the result, money as a medium of exchange was almost unobtainable, and business could only be carried on by the primitive method of barter.

In 1833, a company was formed in Calcutta for the purpose of trade and settlement in Western Australia. This company despatched the barque "Mercury" from Calcutta with a number of gentlemen adventurers, and seventy Hindoos. The vessel was never afterwards heard of, and no trace of her or of her passengers or crew was ever found. This unfortunate occurrence had a disastrous effect in stopping at the very outset the establishment of what promised to be most prosperous relations with India, and even to this day, notwithstanding our relative proximity to India, and the vastly improved facilities of intercommunication, it can scarcely be said that any considerable business is yet carried on between the two countries.

#### EARLY SETTLEMENT ON THE LAND.

##### PIONEERING STRUGGLES.

The year 1829 was necessarily a busy one for Lieutenant John S. Roe, who was the first surveyor of the infant settlement. The immigrants were naturally anxious to get upon the land and secure their titles; but, of course, nothing could be done in that direction until the preliminary surveys had been effected. However, by the 5th September of that year sufficient progress had been made to permit of the pioneer town lots being taken up in Perth and Fremantle. Old colonists will be interested to note that the first allottees in Perth were F. C. Irwin, John B. Witte-noom, May Hodges, George Leake, and P. P. Smith. The first holders of town lots in Fremantle were William Lamb, John Hoggs, Lionel Samson, and Thomas Bannister. Only one other town lot was taken up that year in Fremantle, and that was by John Bateman.

In Perth, applications continued to come in fairly rapidly during the months of October and November. The official records show that among the applicants were John Septimus Roe, Charles Simmons, M.D.; William Shaw, John Morrell, William Hoking, Thomas Bannister, James Henty, Thomas Davis, John Tichbon, James MacDermott, Samuel Cox, David Paterson, George Embleton, William Leeder, Henry Trigg, William Nairne, Robert Lyon, and C. Brown.

The first grants of country lands were made on the 29th September, 1829. The first grantees were: R. H. Bland, 8,000 acres; Peter Brown (Colonial Secretary), 5,000 acres; Charles Boyd, 640 acres; M. J. Currie (Harbour Master), 2,564 acres; T. W. Dance, 5,000 acres; William Dixon, 2,268 acres; Sir James Home, Bart., 2,666 acres; George Leake, 14,887 acres; P. A. Lantour, 10,000 acres; J. Whatley, M.D., 1,500 acres; John S. Roe, 3,100 acres; Lieut.-Governor Stir-

ling, 4,696 acres; William Shaw, 1,000 acres; Lionel Samson, 4,696 acres; Charles Ridley, 1,750 acres. All these grants were taken up on the banks of the Swan River. Following immediately on these, we find in the earlier records that assignments of various areas were made to a number of people, among whom were many pioneers whose names are as familiar as house-



SIR JAMES STIRLING,  
First Governor of Western Australia.

hold words in the mouths of all old colonists. Those grantees included H. C. Fremantle, Thomas Bannister, Henry Camfield, M. C. Carew, J. A. Dutton, P. H. Dodd, J. O. Davis, R. Dawson, J. Gregory, J. Hogg, W. Lamb, P. A.



LIEUT. J. S. ROE,  
The First Surveyor-General.

Lantour, R. Wardell, D. Scott, W. K. Shenton, W. H. Mackie, P. Rogers, and F. C. Irwin. The last named gentleman was for a time Acting-Governor during the absence in England of Governor Stirling. The British Government having notified that officers of the army and navy might acquire land on very liberal terms, in lieu of pensions or pay, many gentlemen in both branches of the service availed themselves of the opportunity offered, and some of them subsequently developed a striking adaptability to their novel surroundings, and eventually ranked among the most useful, energetic, and enterprising of our colonists.

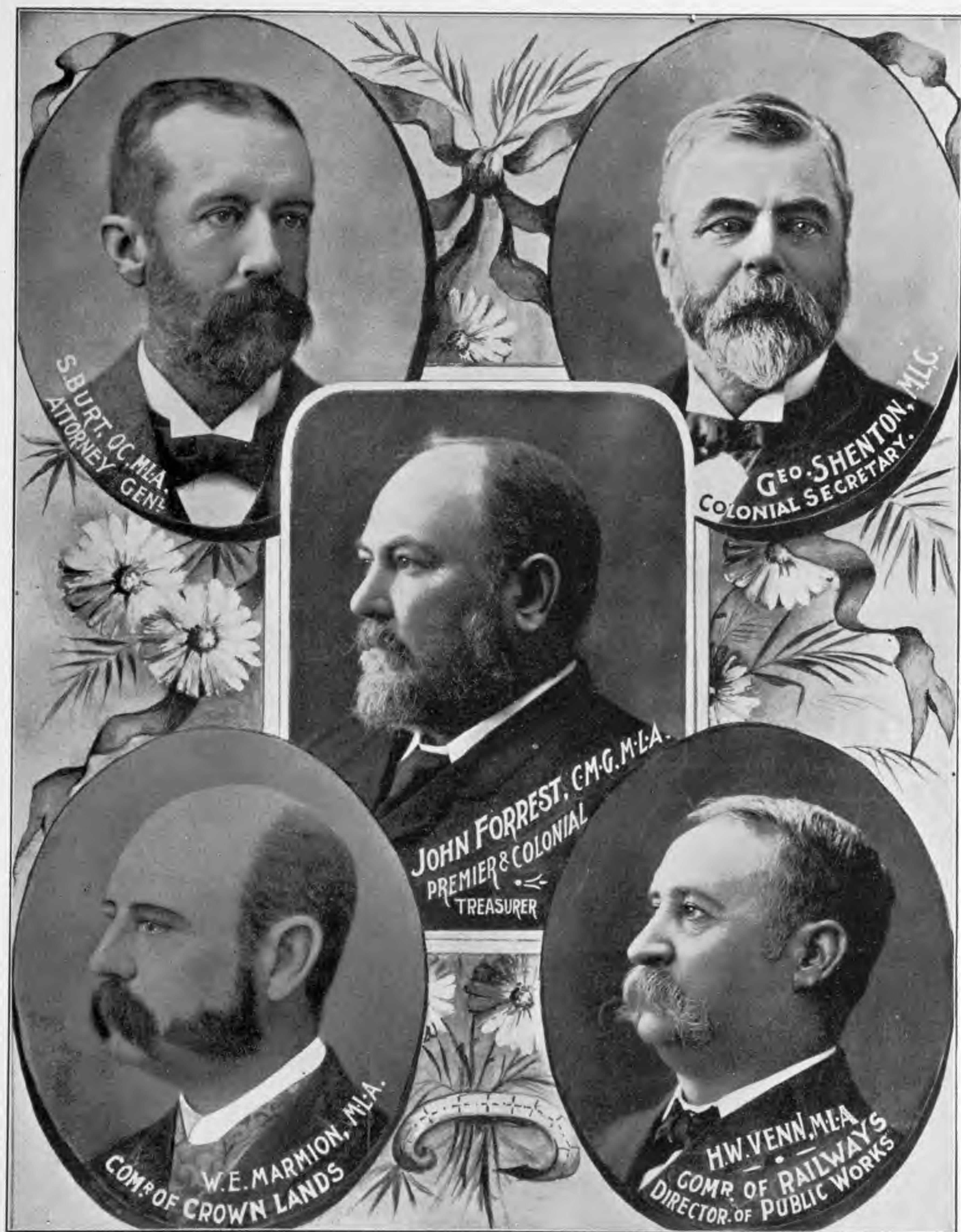
It is undoubtedly true—in fact, it was inevitable—that amongst the immigrants who arrived during the first few years there were many whose previous training and habits of life rendered them unfit to contend with the hardships incidental to pioneer work. They had doubtless in many cases formed altogether erroneous impressions concerning the conditions of the land of their adoption. In some cases they had been led to believe that the aboriginal inhabitants would form an unfailing source from which labour could be obtained. In other cases it took some time before the agriculturists could adapt themselves to climatic conditions so entirely dissimilar to anything of which they had had experience at the other side of the globe. They not uncommonly planted their crops at the wrong season of the year, and in other ways made mistakes which were both vexatious and costly. Still, under circumstances of a highly discouraging character, the majority toiled doggedly on with true British pluck, buoyed up by the firm conviction that though other men might enter into their labours, yet they would at least be able in their own generation to lay the foundations of a State of which the Empire would yet be proud.

#### INAUGURATION OF RESPONSIBLE GOVERNMENT.

##### INITIATION OF THE MOVEMENT.

The struggle for the granting of a new constitution, which should confer upon the colonists powers of self-government similar in form to those enjoyed by the other States of the Australasian group, was severe, and was prolonged over several years, so that it was not until December 29, 1890, that the first Ministry under the constitution granting Responsible Government assumed office. Of the circumstances which led up to that important event in Western Australian history it is necessary to note that by the original constitution granted in 1829, and by an amendment thereof made in the following year, the Governor, assisted by an Executive Council, was practically the sole ruling authority, and no law or ordinance could be passed "unless the same shall have been first proposed by the said Governor or officer administering the Government." From time to time important





THE FIRST MINISTRY UNDER RESPONSIBLE GOVERNMENT.



modifications of the original simple form of government became necessary; but for the first sixty years or so of its existence Western Australia was of necessity fettered by the limitations which surround a Crown colony.

In July, 1887, Mr. S. H. Parker moved: "That in the opinion of this Council the time has arrived when the Executive should be made responsible to the Legislature of the colony." The debate that followed was of a character worthy of the occasion, and the motion was carried by thirteen votes to four, the official

prove in principal of the resolution, it was somewhat dubious whether the government of so vast a territory could be safely trusted to some 40,000 people, who, for the most part, resided within a very limited portion of that territory. On the other hand, the more active of the agitators within the colony itself were of opinion that though there might be difficulties in the way of the residents of the southern districts controlling the destinies of dwellers in the far north, yet they could not be greater than must necessarily be experienced by those who undertook to rule the

velop them. On the other hand, it was perfectly well known that financiers in Europe were ready to take up West Australian bonds to any reasonable extent if the Home Government would permit the issue of them.

Such a condition of things could not continue permanently, especially as the sister colonies of Australasia were unremitting, whenever the opportunity offered, in their efforts to assist the cause of the West Australian people in London. Thus the struggle went on with stolid pertinacity on the shores of the



THE FIRST LEGISLATIVE COUNCIL UNDER RESPONSIBLE GOVERNMENT.

members abstaining from voting. The members who voted with the ayes were: Sir T. C. Campbell, Captain Fawcett, Messrs. Congdon, A. Forrest, Hensman, Keane, Layman, McRae, Pearse, Scott, Sholl, Venn, and S. H. Parker. The noes were: Messrs. H. Brockman, E. R. Brockman, Loton, and Randell.

Governor Broome undertook to transmit this resolution to the Secretary of State for the Colonies; but considerable popular irritation was caused by the delay of the Secretary for the Colonies, Sir H. Holland, to reply to Governor Broome's despatch. When the reply finally arrived, it was found that, whilst the Home Government appeared to ap-

whole colony from the other side of the globe.

But the point which weighed most forcibly with the champions of autonomy, both inside and outside of the local Legislature, was undoubtedly the consideration that, setting aside all hair-splitting as to the relative value of the different forms of government, there was evidently no hope of the colony making any progress while it remained in the leading strings of the Colonial Office, which refused to sanction the raising of various urgently required loans. The State was in possession of marvellous natural resources, but was entirely destitute of the capital to de-

Indian Ocean, opposed by a somewhat irritating desire to procrastinate and to raise side issues by way of obstacles on the part of the Home Government. In 1888, Governor Broome, assisted by the Executive Council, drafted a Constitution Bill, and after further correspondence with Sir H. Holland—who, as Lord Knutsford, had meanwhile been raised to the peerage—this Bill came before the Legislative Council in April, 1889, and, with some amendments, passed.

An interesting stage of the proceedings had now been reached. It next became necessary to transfer the scene of the struggle to London, and for this purpose Governor Broome, Sir Thomas



Cockburn-Campbell, and Mr. S. H. Parker were appointed delegates to watch the progress through the Imperial Parliament of the Enabling Bill, where the second reading was carried in the House of Commons on February 27, 1890, and referred to a Select Committee, of which Baron de Worms was chairman. Owing largely to the indefatigable exertions of the delegates, aided by Sir W. Robinson, the report of the committee was favourable to the passage of the Bill. The main objection operating in the minds of the official and unofficial opponents of the Bill in England was that it was undesirable to hand over, under the constitution, the

well that ends well," and the third reading having been duly carried in both Houses, the Royal Assent was given on August 15. To this fortunate result the friendly exertions of the Agents-General of the sister colonies undoubtedly contributed in a very large degree.

#### MINISTRIES UNDER RESPONSIBLE GOVERNMENT.

The opponents of Responsible Government, both at home and abroad, had always expressed doubts as to the probability of finding in so small a community a body of men capable of assuming, with

try. Mr. Forrest acceded to the request, and in the course of a day or two was in a position to announce that he had arranged for the distribution of the first portfolios as follows:—

J. Forrest, C.M.G., M.L.A., Colonial Treasurer and Premier.

George Shenton, M.L.C., Colonial Secretary.

S. Burt, Q.C., M.L.A., Attorney-General.

W. E. Marmion, M.L.A., Commissioner of Crown Lands.

H. W. Venn, M.L.A., Commissioner of Railways and Director of Public Works.



THE FIRST LEGISLATIVE ASSEMBLY UNDER RESPONSIBLE GOVERNMENT.

unrestricted control over the Crown lands of the colony. The committee, however, after carefully weighing the evidence given by those who were best acquainted with the actual conditions of the colony, came to the conclusion that this objection had no substantial foundation in fact.

On the Bill passing once more from the committee to the House, all the old difficulties, with many fresh ones added, had to be faced; and it appeared at one time very unlikely that, with other very important public business pressing on the attention of the Ministry of the day, the measure could be passed before the close of that session. However, "all's

advantage to the State, the reins of office. What the occasion pre-eminently called for was at least one strong man, with the capacity to form a Ministry and to set the machinery of Responsible Government in motion. In the circumstances, it is only natural that the liveliest interest should have been taken throughout the colony in the great question—Who would be selected by the Governor to form the first Administration?

That question was answered on December 24, 1890, by the Governor, Sir William Robinson, sending for Mr. John Forrest, M.L.A., and requesting him to undertake the task of forming a Minis-

tr. Notwithstanding some criticisms, such as are inevitable on the formation of a new Cabinet, relative to the personnel of individual Ministers, it was by general consent conceded that, taken as a whole, a very representative body of men had been selected. It was thought by many that the Governor had unduly overlooked the claims of Mr. S. H. Parker to the Premiership, considering the long, consistent, and arduous labours of that gentleman in the cause of the new constitution. On the other hand, Sir William Robinson probably felt that the long experience of Mr. Forrest in the practical administration of public affairs, as well as his peculiarly intimate acquaintance with the people and the



resources of the colony, entitled him to the first claim to the Premiership. However that may have been, the colonists of Western Australia have had no reason to be dissatisfied with the selection that was made, while Mr. Parker himself, whatever may have been his personal views as to his own claims, loyally accepted the situation, and, as will be subsequently seen, took a portfolio in the Cabinet of his quondam political rival at a later stage.

It is one of the most remarkable of the many curious circumstances connected with the political life of Western Australia that the first Ministry under the autonomous constitution granted in 1890 should also have been the last; and that even before the new Premier could propound his policy to the new Parliament on January 20, 1891, the minds of men should have been turned to the subject of that Federation which, just ten years later, was to absorb Western Australia into the Commonwealth. The first session was, in fact, cut short because of the necessity for arranging for the representation of the colony at the Federal Convention in Sydney in March.

The Governor's Speech struck the keynote of the vigorous public works policy which the Forrest Ministry subsequently pursued. It appeared that a Loan Bill was to be submitted for £1,336,000, and among the works proposed were railways from Perth to Bunbury, from Geraldton to Mullewa, and from the eastern districts to Yilgarn. Although the magnitude of the amount asked for startled many of the more conservative members, the Government succeeded in convincing a substantial majority, and the first brief session closed triumphantly for the Forrest Ministry.

Of the members of the first Ministry, only one—the Premier himself—lasted right through to the end, the following changes taking place at various times:—Mr. (now Sir) George Shenton was succeeded on October 11, 1892, by Mr. S. H. Parker, Q.C., as Colonial Secretary. On December 4, 1894, Mr. Parker and Mr. Marmion resigned. Mr. Marmion was succeeded by Mr. A. R. Richardson. Mr. E. H. Wittenoom was appointed Minister of Mines and Education on December 19, the Premier (Sir John Forrest) undertaking the combined duties of Colonial Secretary and Treasurer. On April 1, 1896, Mr. Venn was succeeded by Mr. F. H. Piesse. In March, 1897, Mr. Richardson was succeeded by Mr. G. Throssell. In May of the same year Mr. H. B. Lefroy was appointed Minister of Education. On October 27, 1897, Mr. Burt was succeeded in the Attorney-Generalship by Mr. R. W. Pennefather. Mr. Wittenoom's appointment as Agent-General led to a reconstruction of the Cabinet in April, 1898, and a rearrangement of offices, with the following result:—

Sir John Forrest, Premier and Colonial Treasurer.

Hon. F. H. Piesse, M.L.A., Commissioner for Railways and Director of Public Works.

Hon. G. Throssell, M.L.A., Commissioner for Crown Lands.

Hon. H. B. Lefroy, M.L.A., Minister for Mines.

Hon. R. W. Pennefather, M.L.A., Attorney-General.

Hon. G. Randell, M.L.C., Colonial Secretary.

The only other in a long list of changes was caused by the resignation of Mr. Piesse, who was succeeded by Mr. B. C. Wood as Commissioner for Railways during the year 1900. That all these metamorphoses should have been brought about whilst the same Premier always continued undisturbed in office is not to be supposed. Two of the most noteworthy instances of dissensions in the Cabinet which became public property were connected with the Department of Railways, but under wholly dissimilar circumstances.

In the early part of 1896 there was, in connection with an extraordinary influx of population and an enormous increase in the traffic to and from the goldfields, a complete breakdown in the carrying power of the railway system. The press and the public were unanimous and loud in their protests, and demanded to know where the blame lay. Sir John Forrest, when called upon for an explanation, replied in terms which Mr. Venn, the Commissioner for Railways, understood to imply that the fault rested with the latter. To this apparent disloyalty he objected in vigorous terms in a memorandum which he forwarded to the press for publication. As might be expected, the Premier, in these circumstances, called upon his colleague to resign. But Mr. Venn declined to accede to this request before he could have an opportunity of making a written statement to the Cabinet from documents in the department over which he held control. The Premier continued to insist, and Mr. Venn to decline. Sir John Forrest then resorted to the extreme, if not unprecedented, step of advising the Governor to dismiss Mr. Venn from office. Mr. Venn had no alternative but to accept this dismissal, which reached him at a late hour at night, and was thus, to use his own humorously expressed view of the situation, "turned out in his nightshirt."

With the beginning of the twentieth century came the acceptance by Sir John Forrest of the portfolio of Postmaster-General in the first Commonwealth Cabinet formed under the Premiership of Mr. Barton, and therewith the last surviving member of the original West Australian Forrest Ministry passed out of it. It may be mentioned that almost immediately after the appointment of Sir John to office the death of Sir James Dickson, of Queensland, the Minister of Defence, caused a recasting of the Federal Ministry. Sir John Forrest took up the vacant portfolio, while the office of Postmaster-General was taken over by Mr. Drake.

Sir John Forrest, having resigned the Premiership of Western Australia on February 12, 1901, his place was taken by Mr. George Throssell, the Minister of Lands. Mr. C. J. Moran, M.L.A., was offered the portfolio for Lands, which he accepted. Subsequently Mr. Pennefather resigned from the position of Attorney-General, upon being appointed acting puisne judge, and Mr. W. F.

Sayer, Commissioner of Titles, was chosen Attorney-General in his place. Mr. Throssell's Cabinet was then as follows:—

Hon. G. Throssell, M.L.A., Premier and Colonial Treasurer.

Hon. H. B. Lefroy, M.L.A., Minister for Mines.

Hon. G. Randell, M.L.C., Colonial Secretary.

Hon. B. C. Wood, M.L.A., Commissioner for Railways and Director of Public Works.

Hon. C. J. Moran, M.L.A., Commissioner for Crown Lands.

Hon. W. F. Sayer, Attorney-General.

Parliament having expired by effluxion of time, the general elections were held on April 24, 1901. Mr. W. F. Sayer, Attorney-General, who previously had not held a seat in the Legislature, was returned to the Assembly, while two of the Ministers, Mr. B. C. Wood and Mr. Moran, were rejected by their constituents. Mr. Lefroy, the Minister for Mines, did not seek re-election. Having been appointed Agent-General, he resigned his portfolio, and Mr. Sayer, in addition to holding office as Attorney-General, became Acting-Minister for Mines. As a result of the elections, Mr. Throssell, on May 21, handed in the resignations of himself and his colleagues to the Governor, and advised that Mr. F. Illingworth should be sent for. This was done, and Mr. Illingworth accordingly undertook the duty of forming a Cabinet. Owing, however, to a desire on the part of the Opposition that they should be led by Mr. George Leake, M.L.A., Mr. Illingworth asked that gentleman to take the portfolio of Premier and Attorney-General. Mr. Leake consented; a Cabinet was formed, and the new Ministers sworn in on May 27. The names of the members of the new Ministry are:—

Hon. G. Leake, K.C., M.L.A., Premier and Attorney-General.

Hon. F. Illingworth, M.L.A., Colonial Treasurer and Colonial Secretary.

Hon. W. Kingsmill, M.L.A., Minister for Works.

Hon. C. Sommers, M.L.C., Minister for Lands.

Hon. J. J. Holmes, M.L.A., Minister for Railways.

Hon. H. Gregory, M.L.A., Minister for Mines.

#### BIOGRAPHIES OF FIRST MINISTERS.

The RIGHT HON. SIR JOHN FORREST, P.C., G.C.M.G., M.H.R., who has enjoyed the honour of being the first and only Premier of the colony of Western Australia from the establishment of Responsible Government until the formation of the first Federal Cabinet, is a native of the soil, having been born at Bunbury on August 22, 1847. He is descended from a good old Scottish family of the middle-class, and doubtless to that descent he is indebted for his unquestionable robust-



ness, physique, and capabilities for the endurance of hardships and privations, many of which he encountered during his earlier career. After receiving his education at the Bishop's School, in Perth, he entered the Survey Department, then being only eighteen years of age. In 1868, when news was received in Perth of the discovery in the interior of bones of white men, at the time considered probably to be the remains of Leichhardt, Mr. John Forrest, through the inability of Baron von Mueller to head an expedition in search of the remains, was appointed to the leadership of the party, an undoubtedly responsible position for a young man only twenty-two years of age. After several months of weary travelling, during which he experienced great hardships, and traversed barren areas of country, including the sites of the Coolgardie, Mount Malcolm, Mount Ida, and Mount Margaret townships, and various other localities which have subsequently received a world-wide fame as goldfields, he was compelled to return to Perth, having failed to make any discovery as to the fate of Leichhardt. During the journey the party traversed over 2,000 miles, and though the journey was fruitless in the matter of its primary objects, it was far from barren of results in other directions. The young leader was so impressed with its general character that on his return he emphatically expressed the opinion—"It is worth while sending geologists to examine it thoroughly." Mr. Forrest did not enjoy a very long rest after his first exploration, for in 1870 he was again appointed the leader of a party to take a southerly route along the coast of the Great Australian Bight to South Australia, he being accompanied on this occasion by his brother, Mr. Alex. Forrest, who was second in command. Their journey, though surrounded by difficulties and hardships of the gravest description, was successfully accomplished, and they reached Adelaide in great triumph, where they received a well deserved ovation. The route taken by the party is the one which is now followed by the telegraph line to the South Australian capital, and places Western Australia in telegraphic communication with the Eastern States. On April 1, 1874, Mr. Forrest and his brother again left on an expedition and one which placed them in the first rank of Australian explorers. On that occasion they started from Champion Bay (Geraldton) and made their way into the unknown regions of Central Australia, and after months of weary travelling, which necessitated submitting to hardships which taxed their endurance to the utmost, and the exercise of the greatest perseverance, they, on September 27, struck the overland telegraph line between Port Darwin and Adelaide, and thence proceeded to the South Australian capital. In recognition of the services thus rendered, Mr. Forrest received, in 1876, the gold medal of the Royal Geographical Society of London, and was made a Chevalier of the Order of the Crown of Italy, likewise Honorary Fellow of the Vienna and St. Petersburg Geographical Societies and of the Italian Imperial Geographical Society. In 1882 Mr. John Forrest was created by Her Majesty a Companion of the Or-

der of St. Michael and St. George, and in 1883 he became Commissioner of Crown Lands and Surveyor-General in the Legislative Council during the days of representative government. When, in 1890, after a severe struggle, responsible government was granted to Western Australia, Sir John Forrest entered the first Legislative Assembly as member for Bunbury, and though there were other claimants for the position, he became Premier, which office he retained uninterruptedly until February 12, 1901. He represented the colony at the Jubilee celebrations in England, and subsequently was appointed a Privy Councillor. After the proclamation of the Australian Commonwealth he was elected a member of the House of Representatives, and received the portfolio of Postmaster-General, and, on the decease of a colleague, became Minister of Defence. This necessitated his resignation as Premier of Western Australia. At the commencement of the year 1901, when new honours were distributed by Her late Majesty Queen Victoria, Sir John Forrest received the Order of the Grand Cross of St. Michael and St. George.

SIR GEORGE SHENTON, K.B., President of the Legislative Council, and a notable pillar in Western Australian history, was born in Perth on March 4, 1844. After receiving the finishing touches to his education in England, he returned to his native land in 1858. He then entered the mercantile business established by his father. Upon the death of the latter, he succeeded to the control of the establishment. He speedily extended the ramifications of the business to all parts of the colony. When quite a young man he commenced to take an active part in public affairs, and was a member of the old Legislative Council, and in the pursuit of his Parliamentary duties was compelled to hand over the management of the business to his brother, Mr. E. C. Shenton. When self-government was inaugurated, Mr. Shenton was chosen as the first Colonial Secretary. He held that position for two years, and in Sept., 1892, succeeded Sir Thomas Campbell, Bart., as President of the Legislative Council, and still presides over the deliberations of that body. The year following his attaining this high and important position, he received the honour of knighthood. Not only with general politics has Sir George Shenton's name been specially identified, but he has been an active worker in civic affairs. In 1871 he became a member of the Perth City Council, and was chairman of that body in 1875, which office he filled during the two following years. When the City Council was incorporated, the chairman received the title of Mayor. Sir George Shenton has had the distinction of filling the Mayoral chair for two lengthened terms, namely, 1881 to 1884, and 1886 to 1888. Sir George Shenton has been a spirited supporter of the development of the mining industry of the State. He was a member of the syndicate which despatched A. L. Menzie on his prospecting tour. It is a matter of history how that tour resulted in the discovery of the Menzies goldfields. Sir George Shenton has always been a generous and consistent

supporter of the Wesleyan denomination, of which he is a prominent member.

The HON. SEPTIMUS BURT, K.C., is the seventh son of Sir Archibald Burt, late Chief Justice. He was born at St. Kitts, on October 25, 1847. He was educated at Melksham, Wilts, and at Bishop's School, Perth (W.A.) He was called to the colonial bar in 1870, and became a partner in the firm of Stone and Burt. He was nominated a member of the Legislative Council in 1874, but resigned, and was afterwards an elected member, retaining his seat until the dissolution of that body, in 1890. Mr. Burt was appointed Attorney-General, with a seat in the Legislative Council, after the retirement of Mr. Hensman in 1886, but his private practice rendered it impossible to hold the position for more than six months. In the same year he was a member of the Western Australian Commission for the Indian and Colonial Exhibition, and was appointed one of the representatives of Western Australia at the Colonial Conference, held in London, in 1887, in which year he was also made a Q.C. In July, 1872, Mr. Burt married Julia, daughter of Mr. G. E. C. Hare, formerly of Kircullen, County Galway, and subsequently Government Resident at Albany. In December, 1890, Mr. Burt accepted a portfolio in the Forrest Ministry, and thus became the first Attorney-General for Western Australia under responsible government. At that time he represented Ashburton in the Legislative Assembly, a seat which he resigned in April, 1900.

The HON. WILLIAM EDWARD MARMION, born at Fremantle, October 22, 1845. He received his education at Fremantle and Perth. After serving a few years in mercantile firms, at the age of 21 he started business at Fremantle on his own account, and was a prominent figure in commercial circles until his fortieth year. His business was then made into a corporation, under the title of W. E. Marmion and Co. After the Forrest explorations in Kimberley, Mr. Marmion turned his attention to the development of mining, and by the exercise of capital and enterprise he helped the industry in several districts, and greatly stimulated prospectors in their researches. On the proclamation of responsible government Mr. Marmion was elected as member for Fremantle, and received the portfolio of Minister of Crown Lands in the first Forrest Government, which position he resigned on December 4, 1894, and was succeeded by Mr. A. R. Richardson. Mr. Marmion died at Fremantle on July 4, 1896. As a mark of esteem to his memory a monument has been erected in one of the reserves at Fremantle.

The HON. HARRY WHITTALL VENN was born in South Australia on October 27, 1844, and received his education in that State. At an early age he was engaged in business pursuits at Robe, South Australia, under Ormond and Co. He did not remain long, however, in his native land. His high spirit and natural desire for adventure induced him to migrate to Western Australia ere he had gained his majority. He landed at Fremantle in March, 1865, but speedily



made his way to the Nor'-West, reaching Cossack the following month. In that district he entered into exploring pursuits in connection with the Denison Plains Company, traversing extensive tracts of country, and thoroughly exploring the Roeburn and Ashburton and Fortescue Rivers, then almost terra incognita to the white man, and reporting on the suitability of the country for squatting purposes. His energy and valuable services in that direction were deservedly recognised by Governor Weld, who granted Mr. Venn a free stock lease of 100,000 acres on the Ashburton River, and gazetted him a justice of the peace. In 1874 he settled in the Maitland district, and there formed an extensive sheep and cattle station. At that time he married the fourth daughter of the late Mr. George Shenton and sister of Sir George Shenton, the present President of the Legislative Council. In 1880 he commenced to take an active part in politics, and was elected to the old Council for the Wellington division against Mr. (now Sir) James Lee Steere. It soon became apparent that he would become a prominent figure in the political arena, the useful knowledge he possessed endowing him with special qualifications for the work. He has been especially identified with harbour improvements in the Nor'-West district, and has been chairman of many important Parliamentary committees. When the old Council was dissolved under the new Constitution, which gave Western Australia responsible government, he entered the Legislative Assembly as member for Wellington, and joined the first Forrest Ministry as Commissioner for Railways and Public Works. He strongly advocated the new harbour works at Fremantle, and was a staunch supporter of the development of the Collie coalfields. Mr. Venn's administration of the Railway Department was of a vigorous and progressive character, but it was during the time he was the political head thereof that the great influx of population took place, which taxed the resources of the department to the utmost, culminating in the historical block of 1896. In consequence thereof, serious differences occurred between Mr. Venn and the Premier, culminating in the retirement of the former from office. As chairman of the Paris Exhibition Commission, he was most successful in his efforts to bring the resources of Western Australia under the notice of the crowds from all parts of the world which flocked to the great Exposition on the banks of the Seine. Later, Mr. Venn represented Western Australia at Glasgow, as chairman of the Glasgow Exhibition Commission.

During the regime of the Forrest and Throssell Ministries, portfolios were held by Messrs. S. H. Parker (Attorney-General), A. R. Richardson (Lands), E. H. Wittenoom (Mines), F. H. Piesse (Railways and Works), H. B. Lefroy (Mines), R. W. Pennefather (Attorney-General), George Randell (Colonial Secretary), B. C. Wood (Railways and Works), C. J. Moran (Lands), W. F. Sayer (Attorney-General), and George Throssell (Premier and Lands); and biographies of Messrs. Randell, M.L.C., Piesse, Throssell, and Sayer, M.'s.L.A.

appear elsewhere, under the heading, "Biographies of Members of Parliament." Particulars of the careers of Messrs. Parker, Richardson, Wittenoom, Lefroy, Pennefather, Wood, and Moran, are under "Biographies of ex-Legislators."

#### GOVERNORS UNDER RESPONSIBLE GOVERNMENT.

The way of the Governors of Western Australia under Responsible Government was made easy, because the track had been so well beaten by the footsteps from Australian colonies, Tasmania, and New Zealand. Therefore, whenever any doubts arose, there were numberless precedents to refer to; and the cable could be always resorted to at a moment's notice to obtain the advice of the Colonial Office in London. Added to that has been the long reign of the Forrest Government, whose administration commenced with Responsible Government, and at the close of the century was still in office.



SIR W. C. F. ROBINSON, G.C.M.G.

Changes in the personnel had been very numerous. Cabinet Ministers came and went, but Sir John Forrest, the Premier, still remained. Therefore, the Governor was never called upon to exercise his authority between rival parties in the State. Whatever difficulties may have arisen in the councils of the State between the Governor and his advisers were smoothed over in camera, and did not obtain publicity. The regime of Sir W. C. F. Robinson was undoubtedly the most successful and most popular. He had governed the colony in the days when it was a Crown colony, and he had held the office of Governor in other States where Responsible Government prevailed. His influence and advice, therefore, in the establishment of the wider constitution in Western Australia were most valuable, and the people appreciated them. When Sir Gerard Smith arrived, the Constitutional House of the colony was

in thorough order, and with no political crisis occurring during his term, he leaves no mark upon its records. What is true of Sir Gerard Smith is true also of Sir A. C. Onslow, who has so often filled the position of Administrator of the Government during the temporary absences of the Governors, and during the intervals between the departure of one Governor and the arrival of a successor, there have been no great questions arising to call forth his abilities, and he will be remembered as Governor only by his amiable social qualities.

#### SIR W. C. F. ROBINSON, G.C.M.G.

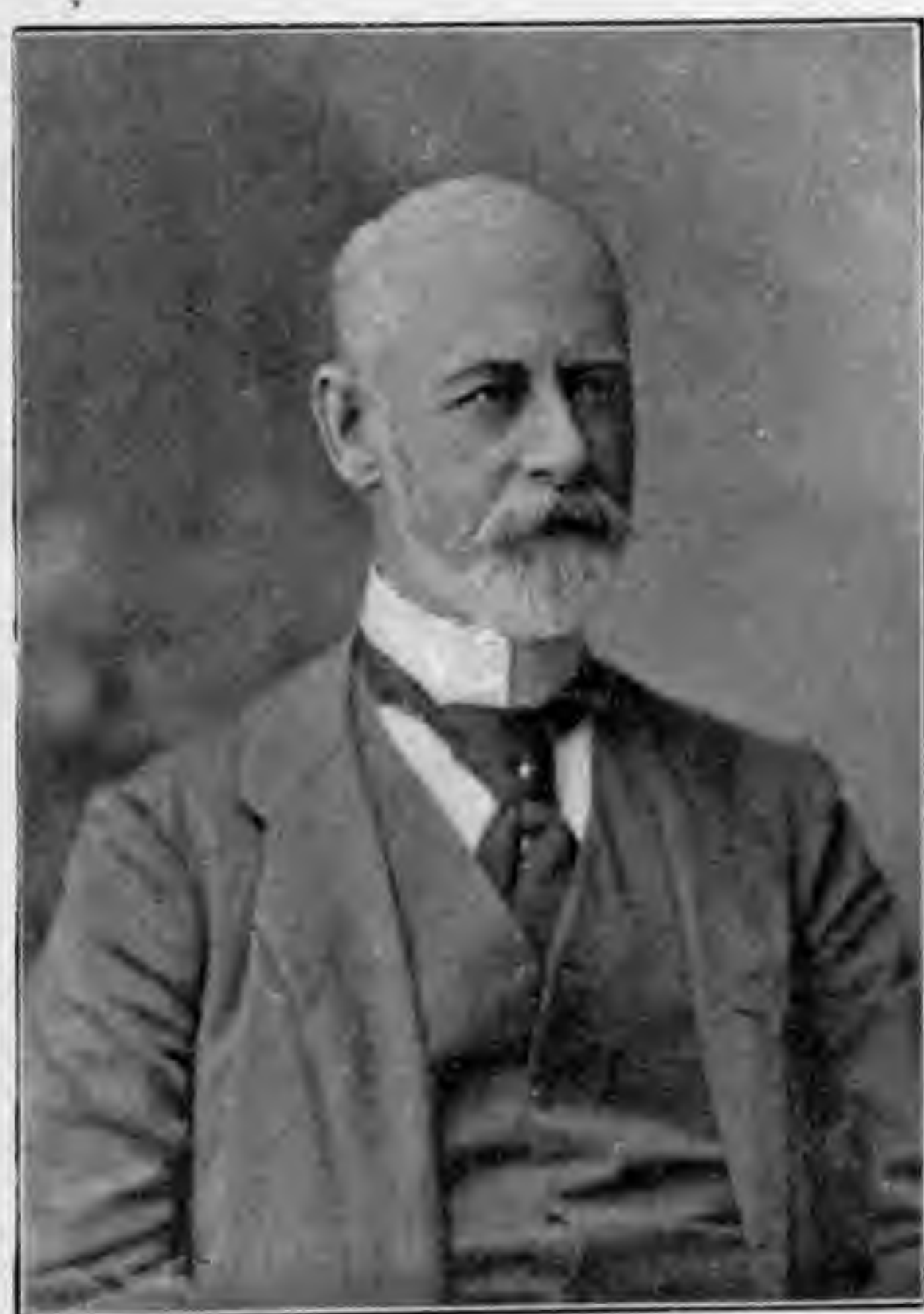
There is no name so intimately bound up with the history of Western Australia as that of the late Sir William Cleaver Francis Robinson, G.C.M.G., who for three periods held the position of Governor of the colony. He was the third son of the late Admiral Hercules Robinson, and the younger brother of Lord Rosmead, better known in Australia as Sir Hercules Robinson, under which title he filled the office of Governor of New South Wales. It was with his elder brother that Sir William Robinson gained his first experience of official life, as he held the appointment of Private Secretary to his brother whilst the latter was Governor of St. Kitts and Hong Kong from 1855 to 1860. He was then selected to administer the affairs of Dominica, but, after serving nine months in that capacity, he was promoted to the office of Commander-in-Chief of the Falkland Isles, a command which he held from 1866 until 1870. The succeeding four years were passed as Governor of Prince Edward Island, and at the end of that time he received his first commission as Governor of Western Australia, which was then a Crown colony. The progress and advancement of the settlement depended a great deal upon the character of the Governor, and Sir William Robinson gave a decided lift along to the struggling colony by taking a warm interest in the movement for the establishment of Representative Government, which was the forerunner of the larger constitutional principle of Responsible Government. Leaving Western Australia in 1877, he was for two years Governor of the Straits Settlements. In 1878 he was selected by the Imperial Government for the special mission of investing the King of Siam with the order of the Grand Cross of St. Michael and St. George. After his investiture, the King of Siam conferred upon Sir William Robinson the Grand Cross of the Order of the Crown of Siam, a distinction which the Queen graciously permitted him to accept and wear. In 1880 he was again appointed Governor of Western Australia, and at the conclusion of his term he was appointed to South Australia—a first-class Governorship—a distinct and well-merited advancement in the service. For over six years he governed over South Australia with distinguished success. It was there that his musical talents and tastes first began to find a fitting outlet. Many of the songs which he had composed whilst in Western Australia gained a wider publicity and popularity. He also inaugurated a movement for the establishment of a Chair of Music at the Adelaide University, and had the satis-



faction of witnessing the accomplishment of his design before he left the colony to take up the Acting-Governorship of Victoria during the absence on leave of Lord Loch. It was during that time that he produced at the Princess' Theatre, Melbourne, a comic opera, entitled "Predatorus," which he had himself composed, and which met with a large amount of success. That success would have been even more pronounced if the libretto had been equal to the quality of the music. When Lord Hopetoun was appointed to the Governorship of Victoria, Sir William Robinson returned to England, and played an important part in the agitation for Responsible Government for Western Australia, and was no small factor in bringing it about. It was therefore not only a most fitting, but a most popular, act of the Colonial Office that he was selected to fill for the third time the office of Governor of Western Australia, especially as it devolved upon him to inaugurate the new constitution. Towards the end of 1891 he returned to England, it was understood with the intention of remaining there, and so he was offered the position of Agent-General. He did not see his way to accept it, however, and he returned to the colony, where he remained until May, 1895, when he resigned and returned to England, living a life of retirement, and devoting himself entirely to music. He died in England on May 2, 1897.

#### SIR GERARD SMITH, K.C.M.G.

The second Governor assigned to Western Australia under Responsible Government was Sir Gerard Smith, Colonel in the Scotch Fusiliers, and a cousin of Lord Carrington, who was so successful as Governor of New South Wales. After seventeen years' service



SIR GERARD SMITH, K.C.M.G.

in the army, Sir Gerard Smith applied himself to business pursuits, and became one of the partners in the firm of Smith Bros. and Co., bankers. He was also

chairman of the Hull and Barnsley Railway Company, and was generally known as the "Uncrowned King of Hull." At that time he was only thirty-five years of age, having been born in London in 1839. From 1883 to 1885 he represented Wycombe in the House of Commons; but all his subsequent efforts in that and other constituencies were unsuccessful. In 1883 he was appointed Groom-in-Waiting to the Queen, and that was the last public office that he held prior to his appointment as Governor of Western Australia in 1895. He returned to England in the early portion of 1900.

#### SIR ALEXANDER C. ONSLOW, Kt.

Sir Alexander Campbell Onslow, Kt., formerly Chief Justice of Western Australia, was born at Farnham, Surrey, England, on July 17, 1842, and received his education at Westminster and Trinity College, Cambridge, where he graduated Bachelor of Arts in 1864. Determining to follow the profession of the law, he had entered at the Inner Temple on January 15, 1862, and was called to the Bar on November 17, 1868, doing the home circuit. In 1878 he received the



SIR A. C. ONSLOW, Kt.

appointment of Attorney-General of British Honduras, then a Crown colony, and filled that office for two years. Towards the end of 1880 he was appointed Attorney-General of Western Australia, and, after occupying that position with great ability, he was in 1883 elevated to the high office of Chief Justice. During the absence from the colony of the Governor, Sir Frederick Broome, in England, from November 13, 1884, to June 15, 1885, Sir Alexander (then Mr.) Onslow discharged the responsible duties of Administrator of the Government. He was called upon to perform the same duties from September 21, 1891, to July 9, 1892, during the absence of Sir W. C. F. Robinson. Again he was appointed Administrator in the interval which occurred between the de-

parture of Sir W. C. F. Robinson and the arrival of Sir Gerard Smith. During that period he received the honour of knighthood. From March, 1900 until February, 1901, Sir Alexander Onslow, after the departure of Sir Gerard Smith, again administered the Government. Altogether the periods during which he has held the appointment of Acting-Governor have extended somewhat over three years. He retired from the office of Chief Justice, on a pension, and returned to England in the early part of 1901. Sir Alexander married Madeline, the daughter of the Rev. R. Loftus Tottenham, and has issue two daughters.

#### SIR ARTHUR LAWLEY, K.C.M.G.

The appointment of Sir Arthur Lawley, Administrator of Matabeleland, to succeed Sir Gerard Smith as Governor of Western Australia was the first appointment to an Australian Governorship since King Edward VII. ascended the throne. Sir Arthur Lawley is the fourth son of the late Lord Wenlock, and his mother was a daughter of the second Marquis of Westminster. His eldest brother, the third Lord Wenlock, was Governor of Madras from 1891 to 1896. The Governor of Western Australia was born on November 12, 1860. He was formerly a captain of the 10th Hussars, and married Annie Allen, daughter of Sir Edward Cunard, in 1885. From 1892 to 1896 he was Private Secretary to the late Duke of Westminster. In 1896 he was appointed Secretary to Earl Grey, and in November of the same year he assumed the office of Deputy Administrator of Matabeleland, the duties of which position he discharged with conspicuous tact and ability. In 1897 he was appointed Administrator of Matabeleland, with a residence at Bulawayo. Following his appointment as Governor of Western Australia, he was made a K.C.M.G.

Sir Arthur journeyed to Australia with T.R.H. the Duke and Duchess of Cornwall and York, and landed from the royal yacht "Ophir" at Albany on April 30, 1901, at 8 p.m., when he was officially received and welcomed. His Excellency shortly afterwards left King George's Sound by special train, and arrived in Perth on Wednesday, May 1, accompanied by Lady Lawley (who had gone to meet him, she having arrived in Western Australia some little time before by the R.M.S. "Himalaya"). Lieut. Wolfe-Murray, A.D.C., and members of the Ministry. He was enthusiastically received on arrival at Perth, and was sworn in by Acting-Chief Justice Stone. On May 3, Sir Arthur and Lady Lawley left for Melbourne by the R.M.S. "Oroya," in order to take part in the celebrations there in connection with the opening of the Federal Parliament by the Duke of Cornwall and York. His Excellency and Lady Lawley returned to Fremantle on the night of May 20 by the R.M.S. "Orizaba." The first duty imposed upon the new Governor was to deal with the political crisis which had arisen. The general elections of the State had been held on April 24, and both Ministerialists and Oppositionists claimed victory as the result. How-





HIS EXCELLENCY SIR ARTHUR LAWLEY, K.C.M.G., AND FAMILY.

ever, on May 21, the day following Sir Arthur's return to the State, the Premier (Mr. George Throssell, M.L.A.) waited upon him and handed him the resignation of himself and his colleagues. At the same time, he advised His Excellency to send for Mr. Illingworth, M.L.A., who, on the dissolution of Parliament, had been the leader of the Opposition. Mr. Illingworth was accordingly sent for, and undertook the task of forming a Cabinet. As some discussion had arisen among Opposition members as to who was now their leader, Mr. Illingworth offered the portfolio as Premier to Mr. George Leake, M.L.A. The names of the new Cabinet were accordingly handed into the Governor—Mr. Leake appearing as Premier and Attorney-General, while Mr. Illingworth appeared as Colonial Treasurer and Colonial Secretary. His Excellency accepted the names submitted, and intimated to Mr. Leake that as he was to take the position of Premier he would act as the intermediary between the Governor and the Cabinet. Besides the additional work thrown upon him by the change of Government, and by the arrears of work awaiting his arrival, the early days of Sir Arthur's Administration were rendered more busy by the necessity of making preparations to receive the Duke and Duchess of Cornwall and York on their visit to this State, their date of arrival being set down as the 20th of July. However, the energy of the Governor enabled him to keep pace with all requirements, and his urbanity and tact soon laid the foundation of a popularity which promises to increase as time goes on.

#### THE PRESENT CONSTITUTION.

The present Constitution of Western Australia, as provided by the "Constitution Act" of 1889, and subsequent Amending Acts, differs but little from

those of the other Australian States. The executive power is vested in the Governor, who is appointed by the Crown, and who acts under the advice of the Cabinet. The Executive consists of the following members:

The Governor (President),  
The Attorney-General (Premier),  
The State Treasurer and Secretary,  
The Minister for Works,  
The Minister for Railways,  
The Minister for Mines,  
The Minister for Lands,

The following is the disposition of the public Departments under responsible Ministers:—

Attorney-General.—Administration of Justice—Land titles and registry of deeds, patents and trades marks, official receiver in bankruptcy and curator of intestate estates, registrar of friendly societies.

Premier's Department.—Police, aborigines, audit office, Admiralty surveys.

State Treasurer and State Secretary.—Treasury: London Agency, harbour and light, Government store-keeper. State Secretary's Department: Medical, gaols, Rottnest establishment, printing, registry of births, deaths and marriages, charitable institutions, Government gardens, education, immigration, Observatory, meteorological, electoral.

Minister for Works.—Works and Buildings, Construction of bridges, distribution of roads votes, water supply.

Minister for Lands.—Lands and Surveys, Roads boards (administration of Acts), fisheries, inspection of stock, for-

estry, Agricultural Bank, Agricultural Department.

Minister for Railways.—Railways and tramways.

Minister for Mines.—Mines and geological.

The Legislative authority is vested in a Parliament composed of two Houses—the Legislative Council and the Legislative Assembly. By the Constitution Act Amendment Act, 1899, the State is divided into electoral provinces, each returning three members to the Legislative Council; the tenure of the seat is six years. The Legislative Assembly consists of fifty members, representing single electorates, and elected for a period of three years. The members of both Houses are paid at the rate of £200 per annum, with a free railway pass over all State lines. The Parliaments are triennial. Following are

#### BIOGRAPHIES OF MEMBERS OF PARLIAMENT.

##### LEGISLATIVE COUNCIL.

##### GEORGE BELLINGHAM.

George Bellingham, M.L.C., was born in Bendigo in the year 1860. While he was yet of tender age, his parents moved from Victoria to South Australia, and it was in Adelaide that Mr. Bellingham received his education. On leaving school he was apprenticed to the firm of Messrs. Green and Co., Engineers, Land and Mining Surveyors, of Adelaide. Mr. Bellingham later on visited Queensland, where he practised his profession for some time at Townsville and Charters Towers. Shortly afterwards he entered the Railway Survey Department of Victoria, and subsequently, in 1891, joined the Government Survey Department of Western Australia, going to Coolgardie in 1893. In 1895, Mr. Bellingham was elected to the Coolgardie Municipal Council, and was one of the first members of the Coolgardie Stock Exchange, the Coolgardie Chamber of Mines, and the Coolgardie Chamber of Commerce. In 1895 he was appointed a justice of the peace. In September, 1900, Mr. Bellingham was returned as a member for the newly created South Province (embracing the Coolgardie goldfield) in the Legislative Council of the State.

##### HENRY BRIGGS.

Henry Briggs, M.L.C., is a native of Kettering, Northamptonshire, England, and was born in 1844. His early studies were directed by Mr. William Sturgess, of Kettering, and subsequently by Canon Fry, of Leicester. At the age of 19 years he gained a Queen's Scholarship, which entitled him to go to St. Mark's College, Chelsea, for two years. He became head master of the College Model Schools, which position he held for three years. He then accepted the position of head master of the Mottram Grammar School, and continued in that capacity for twelve years. For some time, also, he was science lecturer in mathematics and theoretical mechanics



at South Kensington. In 1882 he came to Western Australia, and established the Fremantle Grammar School. In 1896 he was elected to a seat in the Legislative Council for the West Province, and has since taken an active interest in the politics of the State. In 1900 he was unanimously elected Chairman of Committees in the Legislative Council. In addition to this, he devoted his energies to the cause of Federation, and was a member of the last two Conventions, held at Sydney and Melbourne; and was one of the prominent figures in the successful effort to make Western Australia a part of the Australian Commonwealth. Mr. Briggs was created a justice of the peace in 1895. He held the position of secretary to the Fremantle Chamber of Commerce from 1883 to 1895. Mr. Briggs was for some time a member of the Examining Board of the Education Department.

#### T. F. O. BRIMAGE.

Thomas Frederick Outridge Brimage, M.L.C., was born in London in 1866, and, with his father, in 1873 left for Australia. Mr. Brimage entered the locomotive branch of the Railway Department of South Australia, and, after serving some years in the workshops, was transferred to the draughting office. The gold rush to Western Australia attracted Mr. Brimage to Coolgardie. The Kalgoorlie Roads Board was the introductory medium to public life, and to this body he was elected on its formation in 1896, becoming chairman shortly after taking his seat on the board, and continued to act in that capacity till his election to the Legislative Council of the State in 1900.

#### W. G. BROOKMAN.

William Gordon Brookman, M.L.C., was born at Prospect, Adelaide, in the year 1863, and was educated at Whinham College in the same city. In May, 1893, Mr. Brookman determined to come to Western Australia. He arrived at Albany in June of the same year, and on June 29 he pegged out the Ivanhoe Mine, and later on the celebrated Great Boulder group. In September of 1895 Mr. Brookman left for London, and placed the Great Boulder Mine on the market. He also floated several other properties, returning from London to Australia in 1896. In August, 1900, during his absence in Europe, he was returned as representative of the Metropolitan-Suburban Province in the Legislative Council at the top of the poll. In November of the same year Mr. Brookman was elected Mayor of Perth by a majority of over 2,000 votes. He held the position for eight months, tendering his resignation in July, 1901.

#### RICHARD GOLDSMITH BURGES.

Richard Goldsmith Burges, J.P., M.L.C., was born at Tipperary farm, in the York district, W.A., in 1847, and was educated at York. At the age of twenty-six he went to the north-west, and was engaged for a few years in pastoral pursuits at Andover, near Roeburne. Returning south, he settled again at his birth-place, coming into the property on the decease of his

father, the late Mr. Samuel Burges. In 1892 he was appointed to the commission of the peace. In 1894 Mr. Burges offered himself as a candidate, and was elected to the Legislative Council for the East Province; and has continuously represented that electorate since, having been re-elected without opposition in 1897. In local affairs Mr. Burges has been always prominent. He served as a member of the York Roads Board for fifteen years, during several years of which term he was chairman.

#### J. D. CONNOLLY.

James Daniel Connolly, M.L.C., is one of the many young men whose ambition has found opportunities on the goldfields of Western Australia. Mr. Connolly was born at Allora, Darling Downs, Queensland, on December 4, 1869. He was educated at Warwick in that State, and at the Christian Brothers' College at Brisbane. The year 1893, when the sensational discoveries of Bayley and Ford at Coolgardie had brought the hitherto little known Western State into prominence, witnessed Mr. Connolly's departure westward. He arrived in this State in the year 1893, and started business as a contractor. It was not, however, till a year after he came to the State that he visited the goldfields. He has remained there ever since. He has been a resident of Kalgoorlie for the past five years, and has witnessed the expansion of that centre from its first humble beginning as a small mining township to its present position of prosperity and importance. He entered public life about eighteen months ago, when he was elected a member of the Kalgoorlie Municipal Council, heading the poll on that occasion. When Mr. A. P. Matheson took his seat in the Federal Senate as one of the members for Western Australia, a vacancy occurred in the representation of the North-East Province in the Legislative Council of the State. This seat Mr. Connolly contested, and he was returned by a substantial majority.

#### C. E. DEMPSTER.

Charles Edward Dempster, M.L.C., was born at Fremantle in 1839. His grandfather,—an adventurous merchant and the owner of the "Eagle," which traded in the early days between Australia and Timor,—was among the first settlers on the Swan River settlement, and Captain Dempster (the father of the subject of this sketch) on his marriage relinquished seafaring pursuits, and threw in his lot with those who were trying to develop the resources of the young colony. The family having moved into the Toodyay and Northam districts, Mr. C. E. Dempster was there engaged for many years in agricultural and pastoral pursuits. In 1861, in conjunction with Mr. C. Harper and Mr. B. D. Clarkson, he pushed out on an adventurous trip, in the course of which he got as far as fifty miles east of Southern Cross—a long way further than any previous explorer had reached. In this way public attention was directed to the Yilgarn district forty years ago. Governor Kennedy recognised the services of the members of the

party by a pecuniary grant, and, in addition, a letter was received from the Colonial Office expressing the approval and thanks of Her Majesty's Government for their exploring services. On the occasion of this trip, the attention of the party was attracted to various quartz veins which appeared likely to be auriferous, but none of the members were fortunate enough to come across any gold, though on their return they reported on the favourable appearance of the country generally for the operations of the gold prospector. Subsequently, an equally venturesome expedition was undertaken, when, in conjunction with Messrs. Larnach and Padbury, Mr. Dempster and his three brothers chartered a vessel which ran along the southern coast in the direction of Bellinger Island and Israelite Bay. The horses belonging to the party were travelled overland, the stores being conveyed in a little vessel, which, at every point, was made the base of operations. A good deal of bad country was traversed, but the immediate vicinity of Esperance Bay appeared promising enough to induce the Dempsters to take up about 1,000,000 acres. Two or three years later, a large area was also secured at Fraser's Range. The four brothers carried on these stations jointly, Andrew and James finally taking charge. After the usual vicissitudes and vexatious losses incidental to pioneer work, these southern station properties turned out very profitable in the course of a few years. Mr. C. E. Dempster then devoted himself to store-keeping and milling at Newcastle, where he remained until 1886, when he sold out. As a prominent citizen, Mr. Dempster has always frankly acknowledged the responsibility of the discharge of public duties, and whether as a justice of the peace (a distinction conferred on him by Governor Weld), as a nominee member of the old Legislative Council, or as an elected member in either branch of the Legislature since the introduction of responsible government, he has at all times been ready to place his services and experience at the disposal of the country. Mr. Dempster at present represents the East Province in the Legislative Council.

#### J. M. DREW.

John Michael Drew, M.L.C., who represents the Central Province, was returned unopposed on May 3, 1900, succeeding Mr. W. T. Loton. He is a native of Western Australia, having been born at Northampton, in the Victoria district, on October 17, 1865. After leaving school, he was engaged on the staff of the "Western Australian Record," which at that time was published at Fremantle. Eventually, after filling the position of sub-editor to that paper, he became secretary and manager of the "Victorian Express" Company, proprietors of the "Geraldton Express" newspaper, of which he is now editor.

#### J. T. GLOWREY.

John Thomas Glowrey, M.L.C., was engaged in the grain trade before coming to Western Australia, and prior to that had extensive commercial experience. After his arrival in this State he went through the usual vicissitudes common to the gold-





LEGISLATIVE COUNCIL OF WESTERN AUSTRALIA, 1889.

seeker, until he finally settled down in Coolgardie and purchased the Royal Hotel. Meanwhile he had not neglected his public duties, and was elected Mayor, and filled the office in such a manner that, when an opportunity occurred, he was elected to Parliament as a member of the Legislative Council, in which chamber he still sits. Mr. Glowrey sold out of the hotel business, and now carries on business as a sharebroker.

#### J. W. HACKETT.

Of Western Australia's public men there is hardly one who stands on a

higher plane than does John Winthrop Hackett, now senior member of the Legislative Council, representing the South-Western Province, and editor-in-chief of the "West Australian" newspaper. Mr. Hackett may be said to have made his career in this State. He was born in County Dublin and educated at Trinity College, Dublin, where he graduated M.A. Shortly after being admitted to the Irish Bar in 1874 he left his native land to seek his fortune in Australia. For a short period he practised his profession, first in Sydney and

then in Melbourne, and in the last-named city became vice-warden of Trinity College, Melbourne University. In both cities he wrote for the press. Later, Mr. Hackett was induced to turn his attention to pastoral pursuits. Western Australia was then attracting some notice as a wool-growing country, and among others who came hither from New South Wales and Victoria, looking for sheep lands, was Mr. Hackett. The country he took up was near the Gascoyne River, but proved subject to prolonged droughts, and generally unprofitable; consequently, it was thrown up. This was in 1882, about which time Mr. Hackett had the good fortune to join Mr. Charles Harper, M.L.A., in the proprietorship of the "West Australian" newspaper. The late Sir Thomas Cockburn Campbell was at this date editor of the paper, and, although he remained in the editorial chair until 1888, Mr. Hackett forthwith began to make his presence felt on the journal, both on its political and commercial side. Mr. Hackett does not regard his position as a member of Parliament as being in any sense a sinecure; on the contrary, there is no member of the House more diligent in his attendance or more conscientious in the discharge of his duties. He is the doyen of the Council, and partly on that account, but principally because of his intimate conversance with the needs of the colony, and of his being in touch with the political pulse of the community by reason of his editorial position, he has exercised much influence in that Chamber. He is an enthusiastic Freemason, and has rendered signal service to the craft in this State. The highest recognition of his labours in this connection was lately paid him by his election to the position of Grand Master of the Grand Lodge of Western Australia, his immediate predecessor being Sir Gerard Smith, the late Governor of the colony. He was vice-president of the Western Australian Royal Commissions for the Paris and Glasgow Exhibitions. He is the president of the Acclimatisation Committee, and vice-president of the Perth Park Board. The Zoological Gardens, of which he is also president, have been his especial care. He has been for several years chairman of the Board of Governors of the Perth High School, and one of the trustees of the Anglican Church. He is vice-chairman of the Perth Museum, Public Library, and National Art Gallery, as well as chairman of the Karrakatta National Cemetery Board, not to mention a host of other honorary offices.

#### RICHD. SEPTIMUS HAYNES.

Richard Septimus Haynes, M.L.C., is an Australian native, and was born at Picton, N.S.W., in 1857. His father was a prominent schoolmaster in the Hunter River district, and from him he received early tuition. Later, young Haynes was sent to the Sydney Grammar School, where he completed his education. Then he was articled to Messrs. Russell and Holden, solicitors, Sydney, entering their office in 1873. He completed his articles with Mr. A. W. Simpson, of Armidale, N.S.W., and in due course was admitted and practised his profession in Sydney, coming to West-



ern Australia (which was then a Crown colony) in 1885. After serving his six months' probation, he was called to the Bar, and now controls one of the largest legal firms in the colony. Mr. Haynes was elected a member of the Perth Municipal Council in 1886, and in the same year was appointed first chairman of the Board of Health for the Perth district. He severed his connection with the Council in 1889, but re-entered upon civic duties in 1891. He was the first to advocate and initiate the formation of the Municipal Association of Western Australia, a body which has done much towards the improvement of municipal government. Mr. Haynes enjoyed the distinction of being elected first chairman of the Association. On two occasions he was nominated for, and unsuccessfully contested, the West Perth seat in the House of Assembly; but in June, 1896, however, Mr. Haynes defeated Mr. McKernan, sitting member for the Central Province in the Upper House, and has remained a member of that chamber ever since. Perhaps Mr. Haynes is chiefly distinguished in that he was an ardent champion of responsible government, and had the satisfaction of seeing his efforts crowned with success.

#### SAMUEL JOHNSON HAYNES.

Samuel Johnson Haynes, M.L.C., was born at Leek, in Staffordshire, in the "fifties." He came out as a boy to Australia with his parents, and a few years later returned to England, where he was educated at the grammar-school in his native town. After passing the preliminary examinations of the Law Society, Mr. Haynes returned to Victoria, where he was engaged in mercantile pursuits for some years. Subsequently, he moved west to South Australia, where he finished his legal studies, being admitted as a barrister and solicitor of that State in the year 1886. In the following year Mr. Haynes came to Western Australia, and was admitted to the Bar of this State. He has practised as a barrister, solicitor, and notary public in Albany ever since. Mr. Haynes is a member of the firm of Haynes and Robinson, at Albany, and of Haynes, Robinson, Sholl and Foulkes, at Perth. In the year 1894, when the Legislative Council of the State first became an elective body, Mr. Haynes was returned as a member for the South-East Province, and when his term expired in 1898 he was re-elected unopposed. Mr. Haynes holds numerous public positions at Albany. He is Vice-Consul for Sweden and Norway, president of the Albany Parks Board, and solicitor for the Albany municipality. He is also a Fellow of the Australian Institute of Incorporated Accountants. In the social life of the town, Mr. Haynes has also taken a prominent part. He is vice-president of the Albany Club, president of the Albany Bowling Club, president of the Albany Cricket Association, and president of the Albany Golf Club.

#### ADAM JAMESON.

Adam Jameson, M.D., M.L.C., is a Scot. He was born in 1860, at Dysart, in Fifeshire, and is

proud of his relationship with Dr. Thomas Chalmers, the heroic leader of the great disruption movement of 1843, who was his grand-uncle. Dr. Jameson's father was a Free Church minister, and what is known as one of the pre-disruption men. The son was educated at Craig-Mount, a well-known public school in the city of Edinburgh, and also at the University of that great northern seat of learning. He graduated in 1882, and, later, took his M.D. degree. In the meantime, desirous of improving body and mind, Dr. Jameson visited many of the capitals of Europe, his studies, the while, embracing such subjects as medicine and surgery, political and social economy, and philosophy. In short he took life seriously, study and research being in his young days—as they are to-day—his principal recreation. Dr. Jameson came to Western Australia in 1884, in the ship *Helena Mena*, which brought with her 150 immigrants. In 1901 he was elected, with Mr. W. G. Brookman and Mr. J. M. Speed, to represent the Metropolitan and Suburban Province in the Legislative Council. One of the first political acts of the Leake Government was to appoint Dr. Jameson a member of the Ministry (without portfolio) in the Upper House. Dr. Jameson resides at Cottesloe Beach, of which suburb he is the chief pioneer, and in the local government of which he has never ceased to take the deepest interest.

#### ARTHUR GEORGE JENKINS.

Arthur George Jenkins, M.L.C., was born on February 12, 1868, at South Yarra, Melbourne. He is a son of Mr. G. H. Jenkins, C.M.G., Clerk to the Parliaments and to the Legislative Council of Victoria. Mr. A. G. Jenkins was educated at the Church of England Grammar School, Melbourne, and at the Melbourne University. He studied for the Bar, and was admitted to practise as a solicitor in Victoria in the year 1889. In 1893, Mr. Jenkins arrived in this State. He has spent eight years on the goldfields in the practice of his profession, and was Mayor of Coolgardie in the years 1897 and 1898, and was elected as one of the representatives of the North-East Province (which then included Coolgardie) in the Legislative Council in May, 1898.

#### A. B. KIDSON.

Alfred Bowman Kidson, M.L.C., barrister, of the firm of Kidson and Gawler, Fremantle, first became a member of the Legislative Council in July, 1895. At that time he was returned unopposed for a vacancy in the representation of the West Province, owing to Mr. Thomas Harry Marshall, the then sitting member, becoming disqualified to retain the seat. In July the following year he was re-elected unopposed, and will remain a member until 1902, when he will retire by effluxion of time.

#### HENRY LUKIN.

Henry Lukin, M.L.C., of "Haithorpe," Beverley, is an old identity of that district. In July, 1899, at a by-election for the East Province, he was returned

a member of the Legislative Council, for the vacancy caused by the resignation of Mr. J. Howard Taylor, defeating Mr. Michael O'Connor and Mr. John Seaforth.

[Mr. Lukin has since died.]

#### DONALD McDONALD MACKAY.

Donald McDonald Mackay, M.L.C., was born in the island of Skye in 1845, where his parents were farmers. In 1855 his parents emigrated to South Australia, but, sad to relate, his father died a year later, leaving Mrs. Mackay and her family to a hard uphill fight. In March, 1869, Mr. Donald Mackay arrived at Cosack, on the north-west coast of Western Australia, and followed various occupations, among them pearling and squatting. He was elected for the North Province in the Legislative Assembly in 1896, and still represents it.

#### EDWARD McLARTY.

Edward McLarty, M.L.C., is a prominent land-owner in the south-western portion of the State. The McLarty family has been in an especial degree associated with this portion of the State, and it was here that the subject of this sketch first saw the light in the year 1848. At "Blythewood," the property of his father, situated on the Murray, Mr. Edward McLarty had the advantages of an excellent training in agriculture and stock-raising. The openings for graziers which the Kimberley district presented, beginning to attract attention, Mr. McLarty, in the year 1882, took part in the promotion of the first company which was formed to carry on pastoral pursuits there. A million acres were leased from the Crown, and the foundation laid of one of the largest cattle ranches of the State. While reaping the reward of the enterprise, which led him to turn his attention to the possibilities of the Kimberley district, Mr. McLarty has throughout his career been connected, in a personal degree, more with the Pinjarrah district than any other. By the application of scientific principles to farming, he has been enabled to make his estate at Pinjarrah stand in many respects as an object lesson. His advice and assistance in agricultural matters are regarded as of the utmost value, and at the annual conference of producers, held in the capital, his utterances, owing to his own experience and success, carry much weight. Mr. McLarty is a member of the advisory board of the Department of Agriculture. In 1891 he was appointed a J.P. for the whole State. In 1894 he was returned as one of the members for the South-West Province in the Legislative Council, and in 1898 was re-elected unopposed for the same constituency. Mr. McLarty has been connected with all local matters for the advancement of the Pinjarrah district. He has been for many years president of the Farmers' Progress Association, and at the present time holds the position of Chairman of the Murray Roads Board.

#### WESLEY MALEY.

Wesley Maley, M.L.C., was born in



South Australia in 1857, and educated at Whinham's North Adelaide Grammar School, now known as Whinham's College, and afterwards at Prince Alfred's College in the same city. After leaving school he followed mercantile pursuits for a few years, and when he attained the age of 20 years his father purchased for him a farming property on Yorke's Peninsula. Here he gained farming experience, remaining there until 1882, when he came to Western Australia and established himself in business at Albany and afterwards at Perth as an auctioneer. While engaged in this business Mr. Maley secured property interests in the city and suburbs, as well as other parts of the colony from Geraldton to the new township of Hopetoun. He took a prominent part in the agitation which occurred during the eighties for the introduction of Responsible Government, and in connection with this movement he took the platform at Albany on one occasion and moved a vote of censure against the then member, Sir Thomas Cockburn Campbell, for his opposition to the question. Mr. Maley continued to advocate the cause for eight years, and then convened a meeting in the Town Hall, Perth, in his capacity of President of the A.N.A., and was supported by many of the leading men of the State. That meeting decided to invoke the assistance of the Governments of the Eastern States, and telegrams were sent from that meeting to the Eastern States requesting their support. The outcome of the meeting was that the people of the Eastern States added the weight of their influence to assist the colonists of Western Australia to secure responsible Government. Mr. Maley also prepared a requisition for despatch to the Board of Directors of the A.N.A., requesting the support of that body. With Mr. Paris Nesbit, K.C., Mr. Maley represented Western Australia at the A.N.A. Federation Convention in Melbourne in 1890. Mr. Maley retired from business in 1890, and since then he has again taken an interest in farming, having secured a property of 1500 acres near Katanning. His first Parliamentary candidature was in 1894, when he unsuccessfully opposed Mr. F. H. Piesse for the representation of the Williams in the Legislative Assembly. At the time that the Federal Enabling Bill was defeated in the Upper House, Mr. Maley was selected by the Federalists to oppose Mr. F. T. Crowder for the representation of the South-East Province, and on that occasion he was successful. He was the first to move in the Upper House for payment of members, which was passed in the session of 1900.

#### M. L. MOSS.

Matthew Louis Moss, M.L.C., one of the representatives of the West Province in the Legislative Council, is a native of Dunedin, N.Z., where he was born in December, 1863. His first attempt for Parliamentary honours was made in 1895, when he opposed and defeated the present member for North Fremantle, Mr. D. J. Doherty. At the 1897 elections Mr. Moss' constituency was divided into two, North Fremantle and East Fremantle, and he nominated for the latter seat, but was defeated by six votes by the Hon. J. J. Holmes. Thereafter for

a year or two, Mr. Moss did not seek re-election, but he continued to take a keen interest in public affairs, and in 1900 he opposed Mr. D. K. Congdon for the seat for the West Province in the Upper House. This election was fought practically on the issue of "The Bill to the People," Mr. Moss, who was an ardent federalist, maintaining that at least the Legislature should, as had been done in the other States, allow the people to have a voice in the settlement of this great national question. His return was evidence of the popular feeling, and on taking his seat in the House he was able to further the movement which finally resulted in the sending of the Federal issue to a referendum of the electors on July 31 of 1900. Since he has been in Parliament, Mr. Moss has been no drone, and the result of his efforts are to be seen on the Statute Books. The principal measures which he either personally introduced or assisted in the passing of provide for—the adoption of children, registration of powers of attorney, Summary Jurisdiction (Married Women's) Act, the Slander of Women Act, and an Act for compensation to families of persons killed by accident. Mr. Moss also rendered service as a member of the Penal Commission, which sat in 1899. On the creation of the East Fremantle municipality Mr. Moss was elected its first mayor, a position which he retained for three years.

#### B. C. O'BRIEN.

Bartholomew Cornelius O'Brien, M.L.C., was born at Ballarat in the colony of Victoria, in the year 1868, where he also received his education. For many years after leaving school he was connected with the livestock trade, and the nature of that business has taken him over the length and breadth of the Australian continent—from the Leeuwin to the Gulf of Carpentaria and from the Kimberleys to Port Phillip Heads. Mr. O'Brien continued to follow stock pursuits until his arrival in Western Australia about nine years ago. Since then he has been engaged in mining pursuits on the Murchison goldfield, but at the end of 1900 he started business as a hotel-keeper at Cue. With public affairs in Cue Mr. O'Brien has always been closely in touch. For four years he was a member of the municipal council, and for three years he was Mayor of that town. At the beginning of 1901 he was returned to represent the Central Province in the Legislative Council of the State.

#### CHARLES AUSTIN PIESSE.

Charles Austin Piesse, M.L.C., who was born at Northam on November 8, 1855, is the second son of the late Mr. William Roper Piesse. Having completed his education, he proceeded to Shark Bay, where he was engaged in the pearling industry from 1872 to 1874, but abandoned that life to follow agricultural pursuits, and remained in that capacity till 1880. He then joined his brother, Mr. F. H. Piesse, M.L.A., in establishing the business of F. and C. Piesse, at the Williams, which they eventually extended to the Arthur

River. In 1889, upon the completion of the Great Southern line, the firm further extended their operations to Wagin and Katanning. In addition to his connection with the firm, Mr. C. A. Piesse is largely interested in agricultural, horticultural and pastoral pursuits, which he has successfully carried on up to the present time. He has always taken a lively interest in local matters, and has been for five years the chairman of the Wagin Roads Board, and chairman of the School Board and other district institutions. He was appointed a justice of the peace for the whole colony in 1893. Mr. Piesse was a strong advocate of the purchase of the Great Southern Railway by the Government. He was elected a member of the Legislative Council in 1894 for the South-East Province, and was re-elected in 1896.

#### G. RANDELL.

George Randell, M.L.C., was born at Milton, Hampshire, England, on October 5, 1836. He arrived in Western Australia on July 26, 1850, and was engaged in various enterprises up to 1860, when he entered upon the lighterage business on the Swan River, conveying goods from Guildford to Perth and Fremantle until 1876, when he retired from the management, retaining a fourth-interest only in the business. For the benefit of his health he made a trip in 1878 to England, staying two years in his native town. Mr. Randell returned to Western Australia much improved in health in 1880. For many years he occupied a seat on the Central Board of Education, and was an active member of that body until the department was placed under the control of a Minister of the Crown. With the late Bishop Hale and others he took a prominent part in modifying the Education Act introduced by Governor Weld in 1871. He was Minister of Education from April, 1898, to May, 1901, when, with the resignation of the Throssell Ministry, he retired from that position. Mr. Randell was member for Perth in the old Legislative Council, having been elected in 1875, but on leaving for England in 1878, he resigned his seat. He was chairman of the City Council in 1874, and Mayor of Perth in 1884-85. On his return from England in July, 1880, he was offered by Governor Robinson a seat as nominee member in the Legislative Council, which he accepted, and held until the general elections under responsible government in 1890. In that year he was elected for the Moore constituency, and was unanimously chosen as first Chairman of Committees under the new Constitution. In 1892 he resigned his seat in favour of Mr. H. B. Lefroy, and while acting as Chairman of the Committee appointed to deal with the question of the removal of the railway workshops to Midland Junction he was offered by Sir John Forrest, in 1893, a seat in the Legislative Council, which he accepted and held for two years. At the general elections for the Legislative Assembly in June, 1894, he was returned as member for Perth. In 1897, having decided not to again seek election to the Lower House, he contested the seat in the Legislative Council for the Metropolitan constituency, vacated by Mr. S. H. Parker. As the latter's term expired in 1898, Mr. Randell was again returned



and this time unopposed, having in the interim accepted the portfolio of Colonial Secretary in the Forrest Ministry. In May of 1901 Mr. Randell resigned his portfolio, but he still retains his seat in the Legislative Council, and proposes, should his health permit, to complete his term, which expires in 1904. During his tenure of office, Mr. Randell has carried several important measures through the Legislative Assembly and the Upper House. Among these may be mentioned the Life Assurance Act, and the Registration of Firms Act. He also gave great assistance in placing on the Statute Book the Early Closing Act, and the Conciliation and Arbitration Act. He may be regarded as the originator of the High School, and has always consistently supported the perfecting of elementary and technical education and the establishment of a training college for teachers. By his earnest and forcible advocacy of the river as the proper place for harbour works at Fremantle, the present site was fixed. For the last four sessions Mr. Randell was leader of the Legislative Council, a position which he filled with satisfaction to his chief (Sir John Forrest) and which secured the appreciation of his fellow-members.

#### J. E. RICHARDSON.

John Elliott Richardson, M.L.C., member for the North Province in the Legislative Council, arrived in this State in 1865, with his brother (a former Minister of Lands in the Forrest Government) and three other adventurous young men, who were destined to become the vanguard of settlement in what was then known as the "Far North," but which, to distinguish it from the later-discovered Kimberleys, is now better known as the North-West. The trio, who were associated with the Richardson Bros. in this pioneering enterprise were Messrs. Grant, Anderson and Edgar, the first of whom for many years was an active member of the old Legislative Council. Mr. J. E. Richardson was born in Tasmania, but he spent his early boyhood and youth in the Portland district of Victoria, where, until he came to Western Australia, he was engaged in office work. On arriving here from Victoria Mr. Richardson and his companions turned their faces northward, where, in a portion of the country remote from civilisation and wholly unexplored, the Richardson Brothers and Edgar took up in 1865 the property now known as the Pyramid sheep and cattle station, while Messrs. Grant and Anderson formed the nucleus of the now well-known De Grey station. Some of the party (Mr. Richardson among the number) also engaged in pearling. In those days the settlers literally took their lives in their hands. The natives in the north were in every sense a superior race to the Swan River blacks and required very careful treatment. However, by dint of kindness, duly tempered with firmness, friendly relations were established, and Mr. Richardson and his partners "squatted" in comparative peace, and for many years the firm employed a large number of natives. Mr. Richardson retired from active connection with station life about twelve years ago. In 1877 he married Miss McKenzie, a daughter of Mr. T. R. McKenzie, of the well-known Mill

Stream station in the Roebourne district. Latterly he has resided in comparative retirement at Claremont.

#### H. J. SAUNDERS.

Henry John Saunders, M.L.C., the subject of this sketch, was born at Broadford-on-Avon in 1855, of which town his father was chief magistrate. Early in life he was sent to Clifton College, and on leaving school he adopted civil engineering as his profession. Owing, however, to declining health a change of climate became imperative for him, so he came to Western Australia. On his arrival in Perth, Mr. Saunders entered into partnership with Mr. James Barrett, who afterwards designed the Perth water-works. The partnership was a prosperous one and lasted about two years, until the discovery of the Southern Cross goldfields decided Mr. Saunders to devote himself exclusively to mining matters. His success in the promotion and flotation of mining companies is widely known. He is the head of the firm of H. J. Saunders and Co., Perth, and is the local director and attorney for several important London companies. His first introduction to public life was in 1888, when he was elected to represent the east ward in the City Council, where he sat for two years. In 1894 he was returned as a member of the Legislative Council for the Metropolitan Province, and still holds the position, having been subsequently re-elected. In 1895 the burgesses of Perth elected him Mayor. He is largely interested in the agricultural industry, and is an exhibitor and prize-winner at the Royal Agricultural Society's shows, and in 1901 he was elected president of the Society. He is a director and steward of the Canning Park Racing Club, and a member of the committee of the Helena Vale and the Licensed Victuallers' Racing Clubs.

#### SIR GEORGE SHENTON.

To be the President of the Legislative Council of such a prosperous colony as Western Australia for a period of eight years is an unique and an honourable distinction, while the retention of the office is a further exemplification that the holder is an honoured politician among the legislators of the State. Sir George Shenton, K.B., M.L.C., has had a distinguished and interesting political career prior to the inauguration of responsible government in 1890, and as a result of the "reconstruction," so to speak, of the form of government, Sir George became first Colonial Secretary and afterwards President of the Legislative Council—a position he has retained with the unanimous support of the members of the Upper House. A fuller biographical sketch of Sir George Shenton appears under "Biographies of the First Ministers."

#### CHAS. SOMMERS.

Charles Sommers, M.L.C., was born at Geelong, in the State of Victoria, in the year 1862, his father, William Sommers, having been at one time Mayor of Geelong. Mr. Sommers was edu-

cated at the Church of England Grammar School, Geelong. On leaving school he spent some time on one of the largest farms in the Bendigo district. He had here an excellent opportunity for obtaining a thorough grasp of mixed farming, as, attached to the farm, was one of the largest dairies in Australia at that time. Pastoral pursuits next occupied his attention. Having acquired a knowledge of station life, he started farming on his own account in Gippsland, Victoria, where he was instrumental in introducing Ayrshire cattle. When only 21 years of age Mr. Sommers became a member of the Traralgon Shire Council, which position he retained until his departure from the district. On leaving Gippsland he returned to his native town of Geelong, where, in partnership with his brother-in-law, Mr. H. F. Richardson, he conducted an extensive business in farming and station produce, one of the salesmen associated with the firm being Mr. W. Gurr, the present deputy-P.M.G. of Victoria. In 1887 Mr. Sommers was elected to a seat on the Geelong Town Council, and he continued to hold municipal office until he came to Western Australia. He was a candidate for the representation of Geelong in the Legislative Assembly but was unsuccessful, Mr. Gurr and Mr. Higgins, now a member of the Federal Senate, being returned for the two seats. Mr. Sommers came to Western Australia at the beginning of 1894, when he became interested in certain mining ventures. In these he was very successful, particularly with regard to the new Victoria mine at Bonnievale, now known as the Vale of Coolgardie. This property was purchased by a French and English syndicate for £40,000 cash. In 1896 Mr. Sommers took a trip to Victoria, but the news of the death of his brother, who was then conducting the Victoria Hotel at Coolgardie, brought him back to Western Australia almost immediately. He then took over the hotel and continued to manage it till the expiration of the lease in June, 1901. While in business in Coolgardie, Mr. Sommers held the office of Mayor for two terms, being elected on the second occasion unopposed. During his occupancy of the mayoral chair he was returned by a very large majority as a representative of the North-East Province in the Legislative Council. Although his business at Coolgardie involved incessant claims on his attention, Mr. Sommers did not abandon his original idea of settling on the land in Western Australia, and he acquired an extensive estate in the south-western district. On the resignation of the Throssell Ministry, after the general elections in April, 1901, Mr. Sommers was offered and accepted the portfolio of Minister for Lands in the Leake Government.

#### JAMES MONTGOMERY SPEED.

James Montgomery Speed, M.L.C., is a native of New Zealand, and initiated his educational career in Nelson College, but subsequently gravitated to the University of that colony, distinguishing himself in his studies and gaining several scholarships. After serving his articles with the legal firm of Travers and Ollivier, he was admitted to the





**MEMBERS OF THE LEGISLATIVE COUNCIL, 1901.**—1. Sir George Shenton, Kt. (centre); 2. G. Bellingham; 3. H. Briggs; 4. T. F. Brimage; 5. W. G. Brookman; 6. R. G. Burges; 7. J. D. Connolly; 8. C. E. Dempster; 9. J. M. Drew; 10. J. T. Glowrey; 11. J. W. Hackett; 12. R. S. Haynes; 13. S. J. Haynes; 14. A. Jameson; 15. A. G. Jenkins; 16. A. B. Kidson; 17. H. Lukin; 18. W. Maley; 19. D. McD. McKay; 20. E. McLarty; 21. M. L. Moss; 22. B. C. O'Brien; 23. C. A. Piesse; 24. G. Randell; 25. J. E. Richardson; 26. H. J. Saunders; 27. C. Sommers; 28. J. M. Speed; 29. W. Spencer; 30. F. M. Stone.



bar, and for some time practised his profession in his native land. He then travelled for a considerable period, visiting Victoria, New South Wales, Navigators' Islands (Samoa), California, and other places. While on the Pacific Slope he was attracted by the glowing accounts of the bright future in store for Western Australia, and deeming it a fair field in which to exercise his talents, decided to come here, arriving in Perth towards the end of 1893. He first became a partner with Mr. Lancelot de Hamel, but a short time afterwards commenced to practise on his own account. Subsequently he was joined by Mr. Durston. In 1897 he was elected a member of the City Council, but later resigned. Mr. Speed enjoys the distinction of being a member for the Metropolitan and Suburban Province in the Legislative Council, for which he was returned in 1900.

#### WILLIAM SPENCER.

William Spencer, M.L.C., a native of Bath, England, was born in 1825. His grandfather was Admiral Robinson, who fought at Trafalgar under Lord Nelson. Mr. Spencer left England when 17 years of age, and arrived at Bunbury by the barque *Trusty*, in 1842, just about the time that townsite was first proclaimed. His long colonial experience was varied, and in the main successful. Beginning his Western Australian career as a shepherd he afterwards joined the police force, was made clerk of courts, and later on became contractor for the erection of the original Bunbury jetty, and St. Paul's Church in the same town. In 1896 Mr. Spencer was returned as representative for the South-West Province in the Legislative Council. Mr. Spencer's death took place on July 21, 1901, in the seventy-sixth year of his age.

#### F. M. STONE.

Frank Mends Stone, M.L.C., the youngest son of the late Hon. Geo. Frederick Stone, Attorney-General, was born at Rose Hill, Perth, April 19, 1857. He was educated at Bishop's College, and was called to the Bar on June 6, 1878. His legal career has been a very successful one. In August, 1894, Mr. Stone was elected a member of the Legislative Council for the North Province, and was re-elected for the same constituency in 1900.

#### LEGISLATIVE ASSEMBLY.

W. J. BUTCHER, M.L.A., who sits in the Legislative Assembly for the Gascoyne district, was born in Tasmania and educated in Victoria. He arrived in Western Australia with his father about a quarter of a century ago. Mr. Butcher, senior, at once engaged in squatting in the Murchison district. For some years the subject of this sketch was associated with his father, but on the Gascoyne district being found suitable for sheep farming he turned his steps in that direction, and was one of the pioneers of the country lying east of the present township of Carnarvon. Mr. Butcher

has since been continuously associated as squatter or pearler with the district of his choice, and was elected unopposed as its representative at the general election in 1901.

FRANCIS CONNOR, M.L.A., was born at Newry, Ireland, in 1857, and is the son of Francis Connor, an auctioneer and salesman. After receiving a good commercial education, he joined his father's business, in which he received a thorough knowledge of stock, which has been of vast assistance to him in Australia. In 1885 he left Ireland for Australia, and settled in the northern parts of this colony with his present partner, Mr. D. J. Doherty. At Wyndham they established a store, from which they used to supply the miners of Hall's Creek. For months Mr. Connor carried his life in his hands going to and fro between the port and Hall's Creek. The partners took up a large area of land on the Ord River, and turned their attention to cattle-breeding with great success. Owing to the rush to the Coolgardie goldfields, the firm opened offices in Fremantle and Perth. On the introduction of responsible government in Western Australia Mr. Connor was elected to represent the constituency of East Kimberley, and he has since uninterruptedly continued to sit for that electorate, having been again returned at the general election held on April 24, 1901.

HENRY DAGLISH, M.L.A., the member for Subiaco and Leederville, was the only labour nominee elected for a coastal constituency at the last general election in 1901. He is a native of Ballarat, Victoria, having been born on November 18, 1866, but received his education in Geelong, where he matriculated when fifteen years of age. He then went to Humble and Nicholson's foundry with a view to learning mechanical engineering, but, abandoning that, joined the Chief Secretary's Department in the Public Service. Mr. Daglish came to Western Australia in the latter end of 1896, and a few weeks later joined the Public Service and remained there until February, 1901, when he resigned in order to contest the Subiaco-Leederville electorate, and was returned. Mr. Daglish holds the position of secretary to the Parliamentary labour party. He was a member of the Subiaco Municipal Council, but since his election to Parliament he resigned his seat at the civic board.

ARTHUR J. DIAMOND, M.L.A., is an arrival from South Australia, where he was well known for his business qualities. Fifteen years have elapsed since Mr. Diamond first came to Western Australia. He has all along been closely associated with commercial circles in Perth and Fremantle. In 1896 Mr. Diamond visited the Old Country. Matters which tended towards the advancement of the welfare of Fremantle, of which he was a resident, were continually in his mind, and, taking advantage of an interview with the directors of the Norddeutscher Lloyd Steamship Co., he prevailed on them to sanction the proposal that Fremantle should be the port of call for their stea-

mers so far as this State was concerned. Although not successful until the last general elections Mr. Diamond was by no means unknown in politics to the electors of Fremantle. He first appeared before them in 1894, when he endeavoured to win the seat from the late Mr. W. E. Marmion. Two years later at the bye-election, caused by Mr. Marmion's death, he again came forward, only to be defeated by Mr. Higham. In April, 1901, he placed his services at the disposal of the electors of South Fremantle, and secured 492 out of the 1,352 votes cast. Mr. Diamond has held various important positions in the commercial world, and is a prominent member of the Fremantle Chamber of Commerce. After his election to Parliament Mr. Diamond took an active part in organising the Independent Party in the Legislative Assembly.

DENIS JOSEPH DOHERTY, M.L.A., was born at Newry, Ireland, in 1861. He attended St. Coleman's College until 1876, and had as a fellow-student his present partner, Mr. F. Connor. Upon leaving school he entered a linen-spinning factory. Five years later he left Ireland and found his way to Sydney, N.S.W., and began his colonial career under a firm of general importers in that city. In 1886 he and his old school chum, Mr. Connor, decided to come to Western Australia. They landed at Wyndham and opened a store in a tent. Their ventures succeeded, and in the course of time the store of Connor and Doherty became the best known in that part of Western Australia. Turning their attention to pastoral industries, they took up 60,000 acres of land near Wyndham, on which they raised horses for India and cattle for local markets. These ventures proved very successful. In 1894 Mr. Doherty removed to Fremantle, where he and his partner established a business as stock, station, shipping and general commission agents. This business they afterwards floated into a limited liability company, and it is now carried on under the style of Connor, Doherty and Durack, Ltd. The pastoral properties of the firm embrace an area of 4,000,000 acres, and carry about 50,000 head of cattle. In May, 1897, Mr. Doherty first entered Parliament, defeating Messrs. R. Dearle, Jas. King and R. Rees for the North Fremantle seat in the Legislative Assembly. At the general election held on April 24, 1901, he was again returned to represent that constituency.

JOHN EWING, M.L.A., licensed surveyor, was born at Wollongong, N.S.W., and educated at King's School, Parramatta. On leaving school he lived for seven years on a free selection in the Richmond River district, N.S.W. Then he came to Sydney and qualified as a surveyor. Subsequently he was for five years engaged in contract surveying in connection with the Berry estate, after the death of Mr. David Berry. In 1895 he came to Western Australia and practised his profession all over the colony, finally settling at Collie, with which field of enterprise he has since been identified. Mr. Ewing was the first J.P. appointed in the neighbourhood, chairman of the first Progress Committee and Health Board, and first



chairman of the Roads Board. He was returned as member of the Legislative Assembly for the South-West Mining electorate at the 1901 general election.

ALEX. FORREST, C.M.G., M.L.A., was born in the State in 1849. In his boyhood days he gave great promise, and his spirit of daring was the admiration of all his acquaintances. When his brother John undertook the leadership of the exploration parties in 1870 and 1874, Alexander was only too eager in his desire to accompany him. During those trips many hardships had to be endured, but the West Kimberley representative was always equal to the occasion, and his pluck and determination gained for him the good opinions of the members composing the expedition. The wilds of the interior had no terror for Mr. Forrest, for five years later, in 1879, with a party of five, two natives, and twenty-six horses he set out from Perth to explore country which at that time the white man had never set foot on—that great tract of soil between Perth and Port Darwin. Six months' provisions were deemed sufficient, but the undertaking proved of a more hazardous nature than was contemplated, and as a consequence Port Darwin was not reached until three months after the allotted time. Here again on this journey Mr. Forrest displayed great skill and excellent generalship, and his men could not speak too highly of him. It was on this expedition that he discovered the source and course of the Fitzroy and other large streams, together with an estimated area of 20,000,000 acres of good and well-watered country, now marked on the map as the Kimberley district. Taking advantage of a well-earned rest, Mr. Forrest entered largely into pastoral pursuits, and subsequently the mining industry engaged his attention. He became a big buyer of cattle, and obtained large tracts of land in the north. On the birth of the first Legislative Assembly of Western Australia, in 1890, Mr. Forrest was induced to offer his services for the district of West Kimberley, and was successful. Mr. Forrest was one of the delegates chosen to represent this State at the Federal Convention held in Sydney in March, 1891. He has had a large experience in civic matters, having enjoyed the honour of being elected Mayor of Perth for four years (1893-95 and 1898-1900). It was in recognition of the services rendered during that time that in May last he was created a C.M.G. Mr. Forrest is an enthusiastic sportsman, taking an absorbing interest in all manly games; but perhaps his figure is best known to racegoers, who are under a debt of gratitude to him for what he has done to improve the breed of the West Australian thoroughbred.

[Since the foregoing was written, Mr. Forrest succumbed to a short but painful illness on June 20, 1901, and at the extraordinary election which followed, Mr. Pigget was elected to the Parliamentary vacancy.]

JAMES GARDINER, M.L.A., is a New Zealander by birth, having been born in that colony in the year 1861. His father was one of the pioneer colonists of New Zealand. When the subject of this sketch was only five years old the

family removed to South Australia, and it was in the sister State that Mr. Gardiner received his education. On leaving school, he joined the South Australian Carrying Company, with whom he remained three years. He was then connected with several leading commercial firms in South Australia. Proceeding to Victoria, Mr. Gardiner obtained a position with William Hamilton and Co., the well-known stock and station agents of that State. He remained with this firm for eleven years, and when he severed that connection it was to enter into business on his own account. Two years later he joined the firm of Gordon and Gotch, on whose behalf he came to Western Australia in November, 1895, and established the now well-known West Australian branch of their firm. Mr. Gardiner retained the management of that business until 1900, when he relinquished his appointment and started in business as an auctioneer on his own account. His first attempt to enter the local Legislature was in July, 1900, on the resignation of Mr. Geo. Leake, as the representative of Albany, but on that occasion he was defeated by a narrow majority by the local candidate, Mr. J. F. T. Hassell. At the general elections in April of the following year, however, he was returned as the representative of Albany by a very large majority. During the Federal campaign Mr. Gardiner was one of the recognised leaders of the Federal party. He is a member of the Perth Chamber of Commerce, and is one of the best-known business men in the city. In sporting circles he is also well known as one of the best cricketers in the State. He was the chairman of the local cricket council, and was one of those responsible for the visit of the first, and only, eastern eleven to Western Australia.

WILLIAM JAMES GEORGE, M.L.A., was born at West Bromwich, Staffordshire, England, on January 26, 1853, and his early education was imparted by his father, and subsequently he was sent to a private school, after which he continued his studies at the Midland Institute, Birmingham. On the completion of his educational career Mr. George engaged in mechanical engineering and other work for six years, and when out of his apprenticeship he was connected with the iron trade for nearly seven years. He then started business as an iron merchant and manufacturer of bicycles. Four years later, owing to a breakdown in health, he was compelled to relinquish the business, and travelled over the world. In 1885 he entered the employment of McNeil and Co., public works contractors, and whilst in their service was engaged on the construction of the Fingal railway, Tasmania, Lilydale-Healesville railway, Hamilton-Penshurst railway, Dunkeld-Koroit railway, and the third and fourth sections of the Watts River aqueduct, Victoria. In December, 1890, he was sent to Western Australia to represent Messrs. McNeil and Co. as manager of the Jarrahdale timber station and Perth waterworks, and afterwards, as general manager for the same firm, was engaged in the construction of the Jarrahdale Junction to Bunbury railway and the Mullewa railway. On severing his connection with Messrs. McNeil and

Co., in 1894, Mr. George, with Mr. William Smith, established the Black Swan Foundry, Perth. He was elected to the Perth City Council in 1894, and was chosen a member of the Works and Sanitary Committees. In June, 1894, Mr. George entered on his political career. He decided to oppose Mr. W. Paterson for the Murray constituency, but was unsuccessful. Seven months later, however, he was returned as representative for the district, and was re-elected in May, 1897, and again in April, 1901. Mr. George did useful work on the Royal Commission appointed to deal with matters connected with the Government Railways in 1895 and 1899. He also proved himself an able member of the Federation and other Parliamentary committees. He was chairman of the Campaign Committee of the National League in 1900; and first president of the West Australian Chamber of Manufactures. Mr. George is a Justice of the Peace for Perth and Murray districts.

W. B. GORDON, M.L.A., is a son of the Rev. J. Gordon, and was born at Gawler, South Australia, in the year 1863. On the completion of his education, imparted to him by Mr. L. S. Burton, he engaged in banking, and served the Bank of Adelaide for a period of three years. Leaving the bank, Mr. Gordon spent two years gaining "colonial experience" on farm and station in the fertile districts of the south-east. The experience gained imbued him with a desire to become a tiller of the soil, and accordingly he secured a selection in close proximity to Bordertown, and in conjunction with farming, started a wheat and wool agency. In 1890 Mr. Gordon resolved to try his fortune in Western Australia, and forsaking farming and pastoral pursuits, came to Perth, where he started as a horse and cattle salesman. As a member and subsequently chairman of the Canning Roads Board and an energetic committeeman of the Royal Agricultural Society, Mr. Gordon's business qualities were further brought under the notice of the public, and at the last general elections he was prevailed on to contest the South Perth seat. Opposition to his return was offered by Messrs. A. G. Russell, J. W. Clydesdale, T. Tate and T. A. Shafto, but Mr. Gordon headed the poll by thirty-two votes. He is a brother to Mr. J. H. Gordon, M.L.C., Attorney-General in the South Australian Ministry, and Mr. J. Gordon, who has for a number of years filled the position of Police Magistrate of Adelaide.

HENRY GREGORY, M.L.A., was born at Kyneton, Victoria, in 1860. At the age of sixteen he opened a general store at Rochester, which he subsequently sold out and sailed for Western Australia, reaching Albany in October, 1894. Here his pluck asserted itself and he started to tramp for Coolgardie via Dundas. Mr. Gregory's success was not of a dazzling nature, for on this dreary pilgrimage, which lasted four months, only 4s. 6d. worth of gold was found. He stayed in Coolgardie for a few weeks and then went to Kalgoorlie, and later on opened a general store at the Ninety Mile, on the road to Menzies. In December, 1894, he sold out and proceeded to Menzies,



where he started in business. Mr. Gregory was made the first chairman of the Menzies Progress Committee in 1895, and in 1896, upon the formation of a Municipal Council, he was elected Mayor. He was gazetted a Justice of the Peace in December, 1896, and when North Coolgardie was made a separate constituency Mr. Gregory offered himself as a candidate and was returned to the Legislative Assembly by a substantial majority. Mr. Gregory proved himself so attentive to the needs of the goldfields' community generally and to the requirements of his large electorate in particular, that his constituents did him the honour of returning him unopposed at the general elections on April 24, 1901. On the resignation of the Throssell Ministry in May, 1901, Mr. Gregory was offered the portfolio of Minister for Mines in the Leake Government, which position he accepted.

CHARLES HARPER, M.L.A., is the son of an Anglican clergyman, and was born at Nardi, in Western Australia, in 1843. Having been educated privately, he, in 1861, joined Messrs. E. and A. Dempster and D. Clarkson in an exploring trip through what is now the Yilgarn district in search of pastoral property. They visited Golden Valley, Yilgarn, but not finding a likely location, Mr. Harper, accompanied by Mr. Clarkson and Mr. L. B. Lukin, in 1864 made a thorough examination of the country, which they found to be too dry for pastoral purposes. During 1866 he went to the North-West, and, when the two vessels "The Brothers" and the "Emma" were lost, started overland to Champion Bay to obtain provisions for the nearly starving Roebourne people. At this time Mr. Harper was engaged in pearling, but, not having any great success, went to Beverley and engaged in farming. In 1871 he returned to the North-West and, with several other gentlemen, took up the De Grey Station. Mr. Harper left for Perth in December, 1879, and married Miss De Burgh, daughter of Mr. Robert De Burgh, of "Caversham," Guildford. In 1880 he established, in conjunction with the late Mr. A. McRae, a sheep station on the Ashburton River. In 1878 he was elected to represent the North-Western Province in the old Legislative Council, which seat he occupied for two years. Subsequently declining a nominee seat proffered by the then Governor, Mr. Harper was afterwards elected for the York district. On the introduction of responsible government he was returned for the Beverley seat in the Legislative Assembly, which he has held ever since. He has filled the positions of Deputy-Speaker and Chairman of Committees in the Legislative Assembly. In conjunction with the late Sir Alex. Campbell, Bart., he established the "West Australian" newspaper.

ALBERT YOUNG HASSELL, M.L.A., the member for Plantagenet in the Legislative Assembly, was born in 1841 at Albany, where he was educated at a private school, and where he has spent the best part of his life. Mr. Hassell's family have all been more or less closely identified with Albany and the surrounding district, where their interests have been centred, and in the development of

whose shipping and commercial life generally they have played a not inconsiderable part. Mr. Hassell has also been largely engaged in pastoral pursuits. He represented Albany in the Legislative Council under representative government, was elected for the district of Plantagenet in the first Parliament constituted under responsible government, and has since represented the same constituency without interruption. Mr. Hassell was one of the West Australian delegates to the Federal Convention. He has been a justice of the peace since 1872, and chairman of the Roads Board of his district for very many years.

ROBERT HASTIE, M.L.A., the member for Kanowna, who was elected to the Legislative Assembly at the last general elections, was born in Glasgow in 1861, where he received his education in public and private schools. After leaving school, he followed various avocations, attending for some years the classes on scientific and philosophical subjects at the Andersonian University in that city. About fifteen years ago he decided to visit New Zealand, and see if there were better opportunities in the Antipodes. Five years were spent in the North Island, Mr. Hastie being mainly engaged during that time in prospecting in the Thames district, New Zealand. In 1890 he left "the land of the moa," and visited Victoria, where he spent another five years, and in the beginning of 1895 he came to Western Australia. The goldfields immediately attracted his attention. Early in 1897 he assisted to form the first Boulder Literary Society, a little institution from which have sprung Senator De Largie and Messrs. Reside and Hastie, M.L.A. But Mr. Hastie's main work was in Kanowna. Here he represented the Amalgamated Workers' Association, and it was due to the enthusiasm that he threw into his labours that the Association has become such a powerful organisation. He was a foremost delegate to the Electoral Reform Convention, and a member, from its inception, of the Reform League which took such a strong part in bringing about the inclusion of Western Australia in the Commonwealth of Australia. The result of the election in 1901 for a member for Kanowna testified to the popularity of Mr. Hastie, in which the whole of the five other candidates who contested the seat lost their deposits. After the elections, Mr. Hastie was appointed the leader of the Labour Party.

THOMAS HAYWARD, M.L.A., was born at Honington, Suffolk, in 1832. In 1853, Mr. Hayward arrived at Fremantle in the barque Devonshire, and soon after coming to Perth entered into partnership with Mr. R. H. Rose, now of Moorlands, near Bunbury. They took up land between Mandurah and Australind, and carried on dairy farming. Owing to heavy losses in cattle, Mr. Hayward hired Parkfield, which was subsequently purchased by Mr. Rose. The partnership having been dissolved, Wedderburn, the place which Dr. Ferguson owned and first settled on, was hired, but here again his ill-luck attended Mr. Hayward. In 1869 he purchased the

Bundidup Estate between what are now the Mornington and Wokalup railway stations. Dairy farming was again carried on successfully until 1890, when he let his farm to his eldest son, and established a business as an importer of agricultural implements and machinery at Bunbury, which subsequently assumed large proportions. Three years ago he retired in favour of his youngest son, George, and his son-in-law. Public affairs always excited Mr. Hayward's keenest interest. He has been a Justice of the Peace for over a quarter of a century, and at the general election in 1901 defeated Mr. N. J. Moore for the Bunbury seat by fifty votes.

J. SYDNEY HICKS, M.D., M.L.A., member for Roebourne in the Legislative Assembly, was born at Falmouth in 1864. He received his early education in the Falmouth Grammar School, and in October, 1882, gravitated to London. His medical training was there chiefly obtained at the London Hospital Medical College. He took the L.S.A., London, 1887, and graduated as Bachelor of Medicine at the London University in October, 1888. During his student days Dr. Hicks obtained the Letheby Scholarship in chemistry and physiology, and also the certificate in anatomy and physiology. For six months in 1889 he was house surgeon at the London Hospital, and house physician for a similar period in 1889 and 1890. He graduated as M.D., London, in December, 1890, and came to Australia in March of the following year. Almost immediately on reaching Perth, he was offered by the Government of the day the post of resident medical officer to the Roebourne magisterial district, which was then vacant. He accepted the appointment, and held it continuously until December, 1898, when he retired. During his residence in the North-West Dr. Hicks has been a prominent figure in the district, and has taken an active interest in the development of the varied resources of that part of the country, but more especially the mining industry. The electors of Roebourne, at the general election in 1901 returned him to Parliament unopposed.

JOHN JOSEPH HIGHAM, M.L.A., was born at Fremantle on September 14, 1856. His early education was received at a State-school, but he subsequently took up his studies at Bishop's School, Perth, and finally finished his education in the Camden Collegiate School, Sydney. Returning to Western Australia in 1876, he entered the mercantile house of M. Higham and Son, at Fremantle, which business he subsequently controlled for many years. Mr. Higham was for seven years a member of the Fremantle Municipal Council, and on the death of Mr. W. E. Marmion, in 1897, was returned to represent Fremantle in the Legislative Assembly, which seat he has continued to occupy ever since.

JOSEPH JOHN HOLMES, M.L.A., was born at Mandurah, Western Australia, in 1866. After leaving school, he devoted some little time to pastoral and agricultural pursuits, which he soon discovered to be uncongenial. His great desire was



for a commercial life, and, accordingly, he entered the service of a leading merchant's office in Fremantle, in a junior capacity, where he remained about seven years. At the end of this time, and whilst still a young man, he had attained a highly responsible position. In 1890 he resigned this appointment, in order to join his brother, Mr. R. H. Holmes, in the butchering business, of which the late Mr. Alexander Forrest was also a partner. In politics, Mr. Holmes' career has been no less brilliant than in business. In 1897 he was urged to come forward as a candidate for the Legislative Assembly, and his supporters succeeded in electing him for East Fremantle by a majority of six votes over Mr. M. L. Moss, his opponent. Though at first disposed to support the Forrest Ministry, which was then in power, he soon found his own views were not altogether in harmony with the policy of that party, and he accordingly decided to cross the floor of the House, where he at once established himself as one of the most severe critics of the Forrest Administration. At the general elections in April, 1901, he was opposed for East Fremantle by Mr. W. C. Angwin, whom he defeated by an overwhelming majority. On the resignation of the Throssell Ministry, the new Premier, Mr. Geo. Leake, decided on separating the offices of Public Works and Railways, which had been formerly controlled by one Ministerial head. The Commissionership of Railways was offered to Mr. Holmes, which portfolio, after some hesitation, he accepted.

**JOHN MARQUIS HOPKINS, M.L.A.** was born at Ballarat, Victoria, on August 27, 1870. He was left an orphan when thirteen years of age, and received all the education the State-schools could then bestow. A few years later he entered the service of the Victorian Railway Department. Two years of this work were sufficient for Mr. Hopkins, and he then went into business with his brother, Mr. Hopkins, in 1895, decided to try his luck in the western State. After prospecting around Coolgardie and Kalgoorlie for a while with only indifferent results he opened the first auction room and sharebroking business on the Boulder Block in June, 1896. Recognising the necessity for having some regular sanitary system, Mr. Hopkins was mainly responsible for the establishment of the Boulder Progress Association, of which Mr. Frank Wittenoom was the first president, and Mr. Hopkins the honorary secretary. When the Boulder City was proclaimed a municipality Mr. J. M. Hopkins was elected Mayor, and held that position as long as the Municipal Act would permit. At the general election in 1901 Mr. Hopkins was returned for the Boulder constituency, which was his first entry into practical politics. At the Federal election he unsuccessfully opposed Mr. Kirwan for the Kalgoorlie seat.

**ROBERT DAVID HUTCHINSON, M.L.A.**, was born at Northampton, in the Victoria district, in 1857. During the heyday of prosperity which that little mining village enjoyed, Mr. Hutchinson worked in the mines with

his father as a miner. The work was not congenial, however, and at the end of 1878 he left Western Australia for New South Wales. In Sydney Mr. Hutchinson ultimately established himself as a builder and contractor, a business which he prosecuted there for some ten years and with considerable profit. In 1890 Mr. Hutchinson returned to the land of his birth and settled in Geraldton. From the time of his return to Geraldton he has taken an unceasing interest in matters municipal and in the public affairs of his district. He was elected to a seat on the Geraldton Town Council, a position which he held for four years, and was subsequently called by the unanimous voice of the ratepayers to the highest office in their gift, namely, that of Mayor of the town, a position to which he was elected for three successive years. Mr. Hutchinson was first elected to Parliament in 1900, and at the general elections in 1901 he was returned without opposition.

**FREDERICK ILLINGWORTH, M.L.A.**, was born in Yorkshire, England, in 1844, and was brought out to Australia by his parents at the age of four. He was educated in Melbourne, and subsequently became associated with a large galvanised iron and hardware establishment in Brighton, and later on with a similar one in Melbourne. He remained with the latter house for twenty-five years, and at the end of this period entered into business in partnership with Mr. J. R. Hoskins, ex-Mayor of Bendigo. After a time, Mr. Illingworth purchased an estate at Yalock, in the Raywood district, Victoria, where he engaged extensively in pastoral pursuits. Bad seasons practically ruined him, and he returned to the Melbourne hardware firm. In 1883 he opened a business of his own in Swanston-street, Melbourne. He rose to wealth on the land boom, and crashed to earth, with many others, when the boom burst. Eventually, he went to England, Scotland, Wales, and Ireland on behalf of several financial concerns he was interested in. On his return, when he reached Albany, in 1890, he heard of the collapse of his financial houses. Instead of going east, he decided to settle in this State, and he forthwith opened the land agency business with which he is still connected. In 1894 he was returned member for the Nannine constituency (which include all the Murchison goldfields) in the West Australian Assembly, a position he continued to occupy until the district was divided into north, south, and central, when he was returned for the Central Murchison. At the last general elections he was returned as representative for the same district, which is now known as the Cue electorate. In the last Parliament, Mr. Illingworth was the recognised leader of the Opposition, succeeding Mr. Leake, who had resigned his seat, but was again elected to the present Parliament. Accordingly, when the Throssell Ministry resigned in May, 1901, the Governor, on the advice of the retiring Premier (Mr. G. Throssell), sent for Mr. Illingworth, and commissioned him to form a Cabinet. As some discussion arose as to whom, after the general elections, should be the leader of the Opposition Party, Mr. Illingworth, to obviate any

difficulty, offered the Premiership to Mr. Geo. Leake. The Ministry was, accordingly, formed with Mr. Illingworth as Colonial Treasurer and Colonial Secretary.

**MATHIESON HARRY JACOBY, M.L.A.**, who was elected member for the Swan at the general election, 1901, was born at Adelaide, South Australia, in 1869; and, after being educated at public and private schools, joined the Telegraph Department in that State when thirteen years of age. Mr. Jacoby came to Western Australia in 1891, and for two years after his arrival conducted a mercantile agency in Perth for several Adelaide firms, and during that time founded a branch of the St. John Ambulance Association. In 1893 he retired from the mercantile agency, and started vine and fruit growing at Mundaring; and has been, since its formation in October, 1897, the managing director of the Mundaring Vineyards Company. Besides that, he is part owner of San Mateo and Portagabra vineyards, in the same locality. During his residence at Mundaring, Mr. Jacoby founded the Swan and Helena Vale Fruit-growers' Associations, and has regularly represented the latter association at the annual producers' conferences during the past six years. Mr. Jacoby was elected to the Legislative Assembly at the general election in 1901.

**WALTER HARTWELL JAMES, M.L.A.**, was born at Perth in 1863, and received his early education at the Perth High-school. After spending some time on the De Grey station, in the North-West, he abandoned pastoral pursuits, and, deciding on the law as a profession, became articled to Mr. George Leake, M.L.A. During the period of his articles he went to England, and studied law there. In 1888 he was admitted to the West Australian Bar. He went into partnership with Mr. Leake, until that gentleman was, in 1891, appointed Crown Solicitor. In 1894 he was elected to the Legislative Assembly for East Perth. He is an ardent Federalist, and was in 1897 a member of the West Australian delegation to the Federal Convention. He took a very prominent part in the campaign that ended in Western Australia becoming an original State in the Federation of Australia. In the Legislative Assembly he has always been a consistent opponent of the Forrest Administration.

**WM. DARTNALL JOHNSON, M.L.A.**, who defeated the late Minister for Lands, and member for Kalgoorlie at the general election for 1901, is a New Zealander, having been born at Wanganui on October 9, 1872. Until thirteen years of age, he received his education at the Turakina State-school, at the hands of Mr. Barton-Parkes, now Archdeacon Barton-Parkes, of York. For the next three years he was engaged in the post and telegraph office at Turakina, but had to leave on account of ill-health, and he was then apprenticed to the carpentering trade. In 1894, like many others, he contracted the "gold fever," and came to Western Australia. After staying a few months on the coast, he went to Coolgardie in the following year, and has been in the Kalgoorlie district since.



Mr. Johnson founded, and was the first president of, the Amalgamated Society of Carpenters and Joiners at Kalgoorlie. For over two years he occupied the position of secretary to the Goldfields Trades and Labour Council. Thanks mainly to his energy, the 'Trades' Hall was successfully built, whilst his management of the "Westralian Worker," a weekly newspaper devoted to the cause of labour, had much to do with its present flourishing condition. At the same time, he has taken a deep interest in local and State politics; and has been a delegate to every labour congress and to every public conference or convention held on the goldfields since 1896.

WALTER KINGSMILL, B.A., M.L.A., is a native of South Australia, having been born at Glenelg in 1864. He received his education at St. Peter's College, Adelaide, and at the Adelaide University, where he graduated. On leaving the University, he entered the Geological Department of the Government Service. He came to Western Australia in 1888, and entered upon extensive prospecting tours. He was appointed mining registrar at Marble Bar, which position he held for twelve months, when he became the representative of several colonial and English syndicates. He was returned as the Pilbarra representative to the House of Assembly in 1896, and he has occupied the seat ever since, his candidature at the general election in 1901 being unopposed. On the formation of the Leake Government in May, 1901, he accepted the portfolio of Minister for Works.

GEORGE LEAKE, K.C., M.L.A., was born in Perth in 1856, and is the eldest son of the late G. W. Leake, Q.C., who on more than one occasion was Acting Attorney-General and Acting Chief Justice for the State, and was a member of the Legislative Council. He was educated partly in Perth and partly at St. Peter's College, Adelaide. After completing his studies, he decided upon the law as a profession, and entered his father's office. He was admitted to the Bar in 1880, and entered into partnership with his father until the latter finally retired. A year after his admission to the Bar, he was made Acting Crown Solicitor and Public Prosecutor, and in 1883 was permanently appointed to that office. In 1886 he held, for a few months, the office of Acting Attorney-General, and was also appointed an official member of the old Legislative Council. At the first general elections under self-government, Mr. Leake was returned unopposed for Roebourne. Though offered a portfolio in the Forrest Government, he declined, and, electing to retain the office of Crown Solicitor, resigned his seat for Roebourne. He was returned as member for Albany at the general elections in 1894, and during the following session was elected leader of the Opposition. He was chosen as one of the Western Australian delegates at the Federal Convention, in 1897, and attended the meetings in Adelaide, Sydney, and Melbourne. He was president of the Federal League and leader of the Federation movement in Western Australia. He was appointed a Queen's Counsel in

1898. For business reasons, Mr. Leake resigned his seat for Albany in 1899, but came forward for the West Perth seat at the general elections in April, 1901, and defeated Mr. B. C. Wood, the Minister for Railways, by 58 votes. On the resignation of the Throssell Ministry in May, 1901, a new Government was formed, with Mr. Leake as Premier and Attorney-General.

FRANK McDONALD, M.L.A., is a well-known Fremantle resident, and represents Cockburn Sound in the Legislative Assembly. He was born at Dunbeath, Caithness-shire, Scotland, on New Year's Day, 1860. Mr. McDonald was sent to a local public-school to acquire his educational grounding, but, at an early age, began life on a farm. At eighteen, Mr. McDonald journeyed to Edinburgh, and remained there for two years. During that time he made the acquaintance of some visitors from New South Wales, and, after listening to the glowing accounts they gave of that colony, he decided to try his fortunes in the sister State. Accordingly, he emigrated thither in the sailing ship "Nerbudda," of Glasgow, the last sailing ship that carried emigrants to Sydney. Immediately on arrival, he entered into the service of some leading grocery stores, and subsequently started business on his own account at Kurrajong, and six years later disposed of his undertaking. On February 1, 1892, he left Sydney for Fremantle. Arriving there, he started business in High-street. Later on, he established branches at Kanowna and East Fremantle. He was elected councillor for East Fremantle twice, on each occasion being at the head of the poll; and in November, 1900, he was returned unopposed to the position of Mayor. He is a justice of the peace for the district of Fremantle, and the oldest elder of the Presbyterian Church there. His first appearance in politics was made at the general election in 1901 when he won the Cockburn Sound seat by a majority of 120 votes.

FREDERICK CHARLES MONGER, M.L.A., is a son of the late Hon. J. H. Monger, and was born at York in January, 1863. He was educated at Wesley College, Melbourne. Leaving school at sixteen, he returned to Western Australia, and entered his father's mercantile business, eventually becoming a partner. In 1895 he severed his connection with the old firm, and interested himself in mining matters as an agent, and, subsequently, as a director of mining companies. He was a member of the original syndicate which fitted out the prospector Dunn, of the Wealth of Nations. In 1892, he was elected a member of the York Municipal Council, and in the same year was elected to represent York, his present seat, in the Legislative Assembly. He was returned for York at the general election in 1901 unopposed.

FREDERICK WILLIAM MOORHEAD, LL.B., M.L.A., was born in King's County, Ireland, in 1863. The first educational establishment he attended was the Jesuit College of St. Stanislaus, whence he went to the Dublin University. He entered at Trinity

College, and there had a brilliant University career. In 1885 he attained the B.A. and LL.B. degrees, while in the same year he carried off the gold medal for oratory in the philosophical society, and the gold medal in the historical society. He was moderator in logic and philosophy, and medallist with his degree. He then studied law, and on June 8, 1887, he was called to the Irish Bar. He chose the Western Circuit, or what is known as the Connaught Bar, for his practice, and was connected with some notable cases. In June, 1889, he left his native land, to begin practice in Western Australia. After fulfilling the necessary six months' qualification, he was admitted to the Western Australian Bar on February 9, 1890. At the general election for the first Legislative Assembly, 1890, he was requisitioned to stand for the constituency of Geraldton. Acceding to the request, he was defeated by eleven votes. He subsequently contested a seat in the Legislative Council, but was defeated by seven votes. At the general elections for the Legislative Assembly, held in May, 1897, he contested the North Murchison electorate with the late Mr. H. E. Kenny, who polled 52 votes to Mr. Moorhead's 46. In 1899, the North Murchison seat again became vacant, owing to the death of Mr. Kenny. Mr. Moorhead placed his nomination in the hands of his supporters at Peak-hill and Nannine, but did not address the constituents, owing to the delicate state of his health. He was successful, but resigned his seat a few days after, owing to a technical error in the receipt by the local returning officer of his opponent's deposit. He was then re-elected. At the general elections in April, 1901, Mr. Moorhead, whose health would not allow him to personally visit his constituents, was returned without opposition.

ALFRED EDWARD MORGANS, M.L.A., was born in Monmouthshire, Wales, in 1850, and was educated at different private schools and the School of Mines in England. On leaving the School of Mines, he commenced his training as a mechanical engineer at one of the largest constructing works in Wales. In 1878 he went to Central America, to superintend several extensive gold and silver mining interests. He discharged these arduous duties for eighteen years. In 1896, he came to Western Australia, with the object of examining and investing in the mines of this State, and since that time has acquired very large mining interests in all parts of the State, amongst which is the well-known mine the Westralia Mount Morgans, which is now one of the most important in Western Australia. In 1897 he was elected by a large majority for the Coolgardie seat in the Legislative Assembly, and was again returned for that electorate at the general elections in April, 1901. Mr. Morgans has been responsible for the advent of a very large amount of capital to Western Australia.

JOHN LEIGHTON NANSON, M.L.A., is a journalist, and if journalism be one of the best training schools for a poli-



tician, then the newly-elected member for the Murchison in the Legislative Assembly, should have a successful Parliamentary career. For upwards of fifteen years Mr. Nanson has been closely connected with the "West Australian" newspaper; first as its sub-editor and one of its leader writers, and later as associate editor under the Hon. J. W. Hackett. It is impossible that any man could have filled satisfactorily any one, much less all, of those positions, and not have become largely acquainted with every phase of the public life of the country. Moreover, in addition to the qualifications for a legislator which had come from his long newspaper connection, Mr. Nanson is, and has always been, a close student both of men and books. His early education was, also, of the soundest. Born in the city of Carlisle, Mr. Nanson was educated at the grammar-school there, and King William College, Isle of Man. On leaving college, a stripling, he came to South Australia, where, on a station in the "Never-never country," not far from where Broken Hill now stands, he gained some useful colonial experience. After spending some years in these back-blocks, partly on stations and partly engaged in droving, he entered the service of the Commercial Bank of South Australia, and, on a branch of that institution being opened in Perth, Mr. Nanson came here as accountant. When the Bank liquidated, as it did a few months later, Mr. Nanson (who, in the meantime, had tried his 'prentice hand at literary work, and had aspirations for a journalistic career) joined the staff of the "West Australian" as its Fremantle representative, from which post he was soon transferred to the head office. As a debater, Mr. Nanson is likely to prove one of the most effective in the new House. During the Federal campaign, Mr. Nanson, who is an ardent protectionist, spoke freely in the metropolitan centres against free-trade. He was the most effective champion who was heard on the side of protection, but the odds were too strong for him; and not even his fervent advocacy could succeed in carrying such a forlorn hope. For many years past, Mr. Nanson has devoted considerable study to the liquor question. He is an enthusiastic advocate of the Gothenburg system, or of some kindred system, for the nationalisation or municipalisation of the drink traffic. Mr. Nanson visited England during 1897, and it was on his return to the colony that he became associate-editor of the "West Australian." He was elected member for the Murchison in April, 1901, when he only succeeded in defeating the late member (a local resident of some forty years' standing) by the narrow majority of one vote.

**WILLIAM OATS, M.L.A.,** was born at St. Just's, Land's End, in 1842. His father, the late Mr. Richard Oats, was a mathematician, well known throughout the west of England. He died when William Oats was only a few months old. Unfortunately for the subject of this sketch, his mother was left in such impoverished circumstances that he was denied the advantage of attending school. At the age of eleven he had to breast the tide of life unaided, and began work in

a Cornish mine. Toiling on incessantly for some years in the Huel Owles mine, he rose from the position of boy worker to that of working manager. In 1885, Mr. Oats left the home of his birth to seek his fortunes in Australia, his attention having been directed here by the discovery of gold. On landing in Victoria, Mr. Oats proceeded to Bendigo, being only familiar with the working of tin and copper mines. In 1888, he came to Western Australia, to take over the management of the Fraser's South mine, Southern Cross, with which district he is intimately associated. Mr. Oats has been identified with municipal matters, and for two years occupied the mayoral chair at Southern Cross. In 1897 he was elected to the Legislative Assembly for that district, and was re-elected in April, 1901.

**MICHAEL O'CONNOR, M.B., M.L.A.,** was born at Newcastle, in the Tood-yay district, in 1865. His primary education was imparted privately, but he was sent at an early age to the College of the Jesuits, in the County of Kildare, Ireland. Subsequently, he studied medicine at the Dublin University, and in 1889 took the degrees of Bachelor of Arts, Bachelor of Medicine, and Bachelor of Surgery. He returned to Western Australia twelve months later. After travelling about the country districts for some time, he determined to settle down, and at the end of 1891 started to practise in Perth. Not many months elapsed before smallpox made its appearance in Perth, and with Dr. Scott (the then medical officer) laid aside with sickness, his position fell on Dr. O'Connor. Setting about his work in a practical manner, Dr. O'Connor had all the patients placed in a quarantine area, and, although there were a number of deaths, the good work he did on that occasion spoke volumes for his professional skill and untiring energy. In addition to being health officer, he is a senior physician of the Perth Government Hospital and physician and superintendent of the Victoria Hospital, Subiaco. He is an enthusiastic polo player, and captain of the Perth club. Dr. O'Connor was selected for the electorate of Moore at the general elections in 1901, when he defeated Mr. W. T. Loton by 109 votes.

**SAMUEL JAMES PHILLIPS, M.L.A.,** was born in 1856, on the banks of the Irwin, Western Australia, and was educated at Bishop's School, Perth. When he had completed his education, he took up pastoral pursuits; and, early in life, like his father (the late Samuel Pole Phillips), took an interest in politics. He was elected a member of the Irwin Roads Board in 1883, and, when responsible government was inaugurated in the colony, he was elected to his present seat in the Legislative Assembly as member for Irwin. In 1885 he was gazetted a justice of the peace.

**FREDERICK HENRY PIESSE, M.L.A.,** was born at Northam, Western Australia, on December 6, 1853, being the eldest of eight sons of the late Mr. William Roper Piesse, a pioneer of long standing, who arrived in the State in 1841. He re-

ceived his education in the State-schools of Guildford and Northam. After leaving school, he entered for a short time into mercantile pursuits, which he relinquished in 1872, for the purpose of engaging in the pearling industry at Shark's Bay, where, with the late Mr. E. A. von Bibra, he played an important part in assisting its development. In 1875 he relinquished his interests in this direction, and returned to Perth, when he entered the service of the Western Australian Government as postmaster and telegraphist at the Williams River, which position he held until 1880, when he resigned for the purpose of joining his brother, Mr. C. A. Piesse (now a member of the Legislative Council for the South-East Province), in establishing the well-known business of F. and C. Piesse, at the Williams. In 1880 he became a member of the Williams Roads Board, and was subsequently elected chairman, which post he filled until his departure for Katanning in 1889, from which time he filled a similar position upon the Katanning Roads Board, relinquishing the same in 1896, when leaving the district temporarily for Perth. In 1889 he was gazetted a justice of the peace for the whole colony. The following year saw the introduction of responsible government, and the Williams, which had been previously attached to the Murray district, was created a separate electorate, for which Mr. Piesse was returned unopposed. Of five elections, he was only once opposed, defeating his opponent by five to one. Upon the establishment of the Bureau of Agriculture in 1894, he was appointed, in January of that year, one of its members, which position he held until June, 1896, when he resigned. Upon the retirement of Mr. Venn, M.L.A., from the position of Commissioner of Railways and Director of Public Works, Mr. Piesse was selected by Sir John Forrest to fill the vacancy in his Cabinet, and assumed office on April 1, 1896. The extension of the railways during his regime to the time of his relinquishing office in 1900, increased from 588 miles in 1896 to 1353 miles in 1900, and the revenue from £529,616 to £1,293,312 for the same period, with a remarkable corresponding increase in staff and equipment. During his administration, he was successful in introducing many important improvements in connection with the safe working of the railways, and increased facilities for the travelling public. The lighting of railway cars by electricity, the providing of lavatory cars for long-distance journeys, improved second-class accommodation, the interlocking and signalling at all important railway stations and crossings, and the complete installation of the electric staff system, so strongly urged by him in Parliament, were ultimately carried out during his term of office. In connection with public works, it may be said that during Mr. Piesse's administration of four and a quarter years, probably the largest sum ever authorised by Parliament to any one Minister in Australia was expended—namely, £8,200,000, irrespective of the ordinary departmental expenditure. Among the many important works carried out may be mentioned the extension of the Eastern railway to Coolgardie, thence to Kalgoorlie and Menzies,



with branches to Kanowna, Boulder, and Hannan's Lake. The duplication of the Eastern railway between Fremantle and Bellevue, together with the entire rebuilding of all suburban stations; the erection of a new Perth central railway station, the erection of electric light stations at Perth and Fremantle, and installations throughout the yards and wharves. It was during Mr. Piesse's term of office that the purchase and transfer to the Government of the Great Southern railway for £1,100,000 was effected. Also the extension of the railway from Mullewa to Cue, from Brunswick to Collie, York to Greenhills, and Donnybrook to Bridgetown; and the commencement of the Northam to Goomalling agricultural railway; together with the initiation of operations in connection with the Coolgardie water scheme. The construction of the Bunbury breakwater and the completion of the Niagara and many other large tanks for goldfields water supply were undertaken during Mr. Piesse's administration. It was during Mr. Piesse's regime that the following public buildings were erected: Perth Observatory, Victoria Public Library and Museum, Royal Mint, Perth Public Hospital, Public offices facing Cathedral Avenue, Perth Markets, Government buildings on the goldfields (including public offices at Kalgoorlie and Coolgardie). To Mr. Piesse is due much credit for the development of the Collie coalfield by ordering the use of the local coal on the locomotives of the railways. During the absence from the State of Sir John Forrest in the early part of 1900, Mr. Piesse carried out the duties of acting Premier. In 1897 he was elected a representative to the Federal Convention, and attended the sittings of that body in Adelaide in that year, but owing to pressing demands upon his time, consequent upon official duties, he resigned in 1898. In August, 1900, a difference arose between Mr. Piesse and his colleague, Sir John Forrest, as to the recognition of the Railway Association, his colleague being of opinion that the request should be granted; but Mr. Piesse was so firmly convinced that this course would be most prejudicial to the best interests of the future success of the railways that he decided to resign his portfolio rather than sacrifice his self-respect, with the result that he tendered his resignation on the 16th of that month, and it was ultimately accepted on the 23rd of the same month. Mr. Piesse had thus filled the position of Minister for four years and four months, during what may be said, without doubt, to have been the most eventful period of Western Australia's history up to the present time. Upon the formation of the Throssell Ministry he was offered the Portfolio of Lands, which he declined, and after the General Elections of 1901, and upon the assumption of office by the Leake Ministry, he was unanimously elected leader of the Opposition. By Royal permission Mr. Piesse has been permitted to retain the title of "Honourable," a notification to that effect appearing in the "London Gazette" of October, 1900.

**TIMOTHY FRANCIS QUINLAN, M.L.A.**, was born in County Tipperary, Ireland, in 1861, and was still in his infancy when he, with

his parents, left for Western Australia in 1862. A short time after his arrival in the colony he lost both his father and mother, but he found a home with Mr. J. T. Reilly, a storekeeper, of Perth, and afterwards proprietor of the "Northam Advertiser." On leaving school he entered the mercantile house of Mr. J. H. Monger, in Perth. From Monger's he went to the house of Messrs. Rae and Co., at Roebourne. Two years after, he returned to Perth, and became proprietor of the Shamrock Hotel. He entered the Perth municipal council in 1889 for the Central Ward, and he still holds this seat. He was a member of the Legislative Assembly from 1890 to 1894, and was returned as member for Toodyay in 1897, and also in 1901. He was gazetted a justice of the peace in 1893. Towards the end of 1900 he contested the Perth mayoralty, but was defeated by the Hon. W. G. Brookman.

**CORNTHWAITE HECTOR RASON, M.L.A.**, is the son of the late Dr. Rason, formerly of York, Western Australia, but was born in England in 1858. His political life commenced in 1889, when he was elected to the Legislative Assembly as member for the Swan. In 1897 he was returned to the Lower House as the member for South Murchison. He has always been identified with the mining interest, and was president of the Royal Mining Commission. At the general elections, in 1901, Mr. Rason, whose former electorate had disappeared, consequent upon the changes made by the Redistribution of Seats Bill, was returned for the Guildford constituency. Mr. Rason is a justice of the peace for the colony of Western Australia.

**FERGIE REID, M.L.A.**, who was elected member for Mount Burgess at the recent general elections, was born in Scotland in 1849, and received his early education at a public school and afterwards attended a night school. At twelve years of age he began work at one of the Shott's Iron and Coal Company's ironstone pits at Armadale, Lanlithgowshire. Mr. Reid with his wife and three children arrived in Sydney in June, 1878, and proceeded to Newcastle, where he worked in the collieries for eighteen years. Whilst there he held the positions of general secretary to the Labour, Electoral and Socialist Leagues. Mr. Reid arrived in Western Australia in 1896, and during an eighteen months' sojourn in the Leonora and Malcolm districts was elected president of the Amalgamated Workers' Association there. He then went to Coolgardie and took over the secretaryship of the A.W.A. Mr. Reid has always taken a prominent part in labour movements and in advocating reforms. Whilst in Sydney he, with others, endeavoured to run a labour paper, "The Daily Post," but the time for the venture was not, and after a three months' existence the "Post" had to close down.

**JOHN RESIDE, M.L.A.**, is a Victorian, having been born at White Hills, Bendigo, in 1869. His education was obtained at the public schools in the neighbourhood. On leaving school he was apprenticed to the business of a bookseller and news-agent. After serving three years he left it to follow mining, accepting a position

as a mill-hand on the Johnston's G.M. Co.'s battery. During his spare evenings he attended the Bendigo School of Mines, where he studied engine-driving. At the age of nineteen he qualified for an engine-driver, and also worked as a miner at some of the deep mines. Just after reaching his twenty-third year, he was elected president of the Eaglehawk branch of the Engine-drivers' Association, and was subsequently elected to the Executive Council of the Amalgamated Engine-drivers of Victoria, besides being a member of the Trades and Labour Council in Bendigo. He came to Western Australia in the beginning of 1897, and on reaching Kalgoorlie found employment on one of the mines as an engine-driver. He joined the Kalgoorlie and Boulder Engine-drivers' Societies, and was twice president of the Boulder Society, and once president of the Amalgamated Certificated Engine-drivers' Association; one of the founders (and president for two terms) of the Goldfields Trades and Labour Council; chairman of the Eight Hours Committee; chairman of the Goldfields Ambulance Society; member of the Executive of the Reform League, and a delegate to the Electoral Reform Conventions. Besides filling all these, and many other positions, Mr. Reside was elected for Hannan's at the general elections in 1901 by a majority of 1,100 votes.

**WM. F. SAYER, M.L.A.**, was born in London, and was educated at the University College in that city. He practised as a solicitor in London for ten years, and in 1879 was the Law Institution Prizeman. He left London and came to Western Australia in October, 1890, as legal adviser to the Midland Railway Co. Soon after his arrival in this State, he was called to the Bar, and practised until March, 1897, when he was appointed secretary of the Law Department. On the death of Mr. J. C. H. James in 1898, the duties of Commissioner of Titles were also taken over by him, and he held the dual office until recently, when he resigned the position in the Law Department on his acceptance of the portfolio of Attorney-General in the Throssell Ministry early in 1901. At the general election in the same year he was returned to Parliament as the member for the newly-created electorate of Claremont.

**HENRY TEESDALE SMITH, M.L.A.**, was born at Merino, in the Western district of Victoria, in December, 1858, and was educated at Hamilton College, in the same State. At the age of sixteen he joined the firm of Messrs. C. and E. Millar, railway contractors and saw-mill proprietors, with whom he remained until 1888. He then went into business as a railway contractor, his operations extending over Tasmania, New South Wales, and Western Australia. Some of the more important lines constructed by his firm are the Devonport-Ulverstone railway in Tasmania, Ningan to Cobar, Narrabri to Moree, Parkes to Bogan Gate and Jerilderie to Berrigan, in New South Wales; and in Western Australia the Boyanup-Busselton, Kalgoorlie-Menzies, Kalgoorlie-Kanowna, and York-Greenhills railways. In 1894 he received the appointment of manager in Western Australia for Messrs. C. and E.



Millar, and in that capacity opened the Yarloop, Denmark, and Mornington mills. In 1897 the business was floated into the Millars' Karri and Jarrah Forests Limited, Mr. Smith being retained in the management. He retired from railway construction work in 1899, and in April, 1901, was elected to represent the Wellington district in the Legislative Assembly. Always a busy man, Mr. Smith has not found leisure before to discharge public duties, though he was a member of the Davenport (Tasmania) Council after the amalgamation of the municipalities of Torquay and Formsby in 1888.

RICHARD SPEIGHT, M.L.A., was born at Selby, in Yorkshire, in December, 1839. The sudden death of his father made it necessary for him to leave school when he was only ten years old, and he entered the service of the Midland Railway Company. During the first ten years of his long term of employment with that company, he passed through all the grades associated with the administration of a large goods station. After that he joined the office staff of the general manager of the company, Mr. (subsequently Sir) James Allport, with whom he remained until 1868, when he was transferred for two years to the Locomotive department, taking charge of the accounts branch, and learning all the details of clerical work connected with this large department, which employed some eight thousand men. In 1870 Mr. Speight returned to Mr. Allport's office, and he eventually rose to the position of his chief assistant. When Mr. Allport retired, Mr. Speight was appointed Assistant General Manager of the Midland Company, at a salary of £1,500 per annum. Mr. Speight's experience in this position covered the details of general administration, and the larger subject of policy as affecting broad questions of railway management. The Midland Company was the pioneer railway body in Great Britain in effecting some very important reforms in the system, and Mr. Speight was closely identified with that enterprising company when these reforms were made. For instance, in 1871 the Midland Company began to carry third-class passengers in all its trains. A few years' experience of this innovation showed how highly the public appreciated it; and in 1874 the abolition of one of the other classes was decided upon by the company. In 1883 the Government of Victoria, having resolved to place its railways under the control of Commissioners, appointed Mr. Speight to be chairman of that body; and he arrived in Melbourne in February, 1884, and at once entered on his new duties. Subsequently, owing to a disagreement with the Government of the day, he severed his connection with the Victorian Railways Department. Mr. Speight came to this State, and, at the general elections in 1901, he won, by a large majority, the seat for North Perth in the Legislative Assembly.

[Mr. Speight died in September, 1901, at Perth.]

SIR JAMES G. LEE STEERE, K.C.M.G., M.L.A., is the third son of the late Lee Steere, J.P., D.L., and M.P., of Jayes Park, Ockley, Surrey. He was born at Ockley in 1830, and received his education at a private

school at Thames Ditton, and at the Clapham Grammar-school. It was the intention of his father to give him a University career, but, desiring to go to sea, he was secured a position as midshipman on the "Sea Park." He remained at sea for fifteen years, the "Devonshire," a well-known East Indiaman, being the last ship he commanded. In 1860, he left England for Western Australia, and on his arrival here he acquired a lease of 100,000 acres of land on the Blackwood River, and gave it the name of Jayes Station, after his father's estate at home. The year he took up his residence in Western Australia, the Government created him a justice of the peace. In 1867 he was elected for the Southern Constituency in the Legislative Council, and on the re-casting of the Constitution of the Legislative Council in 1870, he stood, and was elected, for the Wellington district. He was chosen leader of the elected members of the Legislative Council, which position he held until elected Speaker. At the general elections in 1880 he was opposed and defeated by Mr. H. W. Venn by one vote, but the Government appointed him a nominee member of the Legislative Council. In 1884 he was appointed a member of the Executive Council, and in 1886 was chosen Speaker of the Legislative Council, and was appointed a member of the Federal Council of Australasia. In 1888 he had the dignity of Knight-Bachelor conferred on him, and in 1899 was created a Knight-Commander of St. Michael and St. George. At the first elections, in 1890, under responsible government, he was elected to the Legislative Assembly for Nelson, his present seat; and when the House met he was elected Speaker, which position he still occupies.

PATRICK STONE, M.L.A., the member for the Greenough in the Legislative Assembly, is a native of Ireland. He is the son of a soldier, and was born in Donegal in 1854. Mr. Stone came to this colony with his parents when quite an infant. In 1863 Mr. Stone, senior, with a number of other army pensioners, settled at Greenough, where he entered upon farming operations upon a small scale. The subject of this notice worked upon the farm with his father; and subsequently, on reaching man's estate, launched out in the same line on his own account. Despite many bad seasons and other drawbacks, including several visitations of "red rust," success attended his enterprise. He extended his holdings, and became what is known as a "comfortable" farmer. Of late years he has been engaged in business as a store-keeper at Geraldton, where he has been even more successful in his operations. He has served on the country roads board of the district, and was for many years a member of the Municipal Council of Geraldton. Prior to his election for Greenough at the general election in 1901 he had twice before sought a seat in the Parliament of the country. He opposed Mr. G. T. Simpson for Geraldton in the first election for that district under responsible government, and subsequently entered the lists against Mr. Hutchinson, the sitting member for Geraldton. He was unsuccessful in both contests. At the last general elections,

as already stated, he was returned for Greenough, the seat previously held by Mr. Pennefather. Mr. Stone is a self-taught and self-made man.

GEORGE TAYLOR, M.L.A., the member for Mount Margaret in the House of Assembly, was born at Sydney, New South Wales, in 1851, and only had a year or two's schooling, having to go to work at the early age of eight years. In those days the free education of our present State-schools did not obtain. Immediately on going out into the world, he was put to work on a station, and has followed station life pretty well ever since. Twenty-six years ago he crossed the border into Queensland, and he remained in that State for twenty years. He was closely associated with all the labour organisations, and took a very active part in the administration of the Australian Labour Federation, besides being strongly identified with the Shearers' and Coalminers' Unions. At the latter end of 1893 he came to Perth, and proceeded at once to the goldfields. After prospecting at Lake Darlot and various other rushes with changing luck, Mr. Taylor went to work in the Mount Sir Samuel mine. A branch of the A.W.A. was established at Mount Sir Samuel, with which he identified himself. When the A.W.A. called for nominations for selection of a candidate for the Mount Margaret seat in the Assembly, Mr. Taylor was chosen, and subsequently at the ballot-box defeated Mr. Geo. W. Hall.

ALBERT ERNEST THOMAS, M.L.A., was born at Camborne, Cornwall, in 1872. His early education was imparted at schools in Truro and Sheffield, but finally he took up the course in the Camborne School of Mines necessary to qualify him for the profession of mining engineer. Here he had an opportunity of adding to his knowledge by indulging in underground work in the Dolcoath mine. He made the best uses of the instruction received, and during his course at the School of Mines he secured the first place in the United Kingdom in mining, and raising, and preparation of ores. He also secured the highly-prized medal offered by the Mining Institute. Having obtained experience in the Cornish tin and copper mines, and the lead mines of Wales, Mr. Thomas decided to try his fortunes in South Africa. At the age of twenty-one he set out for Johannesburg, and gained valuable information there while following his profession. He remained in South Africa for about four years, and then came to Western Australia on behalf of the New Austral Company, of Paris, arriving here 1896. Mr. Thomas proceeded to Coolgardie, and in 1897 succeeded Dr. Simon as the representative of that corporation, to look after their interests generally and personally supervise their mining operations. He is also the general manager of the Hill-end mine, Norseman gold-mines, and Vale of Coolgardie gold-mine. Previous to his return for Dundas at the general elections of 1901, Mr. Thomas had never closely identified himself with public life. He is a member of the executive council of the Chamber of Mines of Western Australia.





**MEMBERS OF THE LEGISLATIVE ASSEMBLY, 1901.**—1. Sir J. G. Lee Steere, centre (Speaker); 2. W. J. Butcher; 3. F. Connor; 4. D. J. Doherty; 5. A. J. Diamond; 6. H. Daglish; 7. J. Ewing; 8. Alex. Forrest; 9. H. Gregory; 10. J. Gardiner; 11. W. J. George; 12. W. B. Gordon; 13. R. D. Hutchinson; 14. J. S. Hicks; 15. C. Harper; 16. J. M. Hopkins; 17. T. Hayward; 18. J. J. Higham; 19. J. J. Holmes; 20. R. Hastie; 21. A. Y. Hassell; 22. F. Illingworth; 23. W. D. Johnson; 24. W. H. James; 25. M. H. Jacoby; 26. W. Kingsmill; 27. Geo. Leake; 28. F. C. Monger; 29. F. McDonald; 30. A. E. Morgans; 31. F. W. Moorhead; 32. J. L. Nanson; 33. W. Oats; 34. M. O'Connor; 35. S. J. Phillips; 36. F. H. Piesse; 37. T. F. Quinlan; 38. C. H. Rason; 39. J. Reside; 40. F. Reid; 41. W. F. Sayer; 42. P. Stone; 43. R. Speight; 44. H. T. Smith; 45. Geo. Throssell; 46. G. Taylor; 47. A. E. Thomas; 48. F. Wallace; 49. F. Wilson; 50. H. J. Yelverton.



GEORGE THROSSELL, M.L.A., was born in Fermoy, County Cork, on May 23, 1840. In 1850 he came with his father to Western Australia. On leaving school he joined the staff of Messrs. Padbury and Farmaner (Padbury, Loton and Co.) On gaining his majority, he commenced in business on his own account in Northam. He put up for, and was elected to, the Northam Municipal Council, and for nine years filled the mayoralty. In 1890, on the introduction of responsible government, he was elected without opposition as member for Northam in the Legislative Assembly, which seat he still holds. In March, 1897, on the retirement of Mr. A. R. Richardson, he obtained the portfolio of Commissioner for Crown Lands in the Forrest Government. On the resignation of Sir John Forrest, in February, 1901, Mr. Throssell succeeded to the leadership of the Government, and Mr. C. J. Moran was included in the Ministry, taking the office of Commissioner of Crown Lands vacated by Mr. Throssell. The Throssell Government only held office for a little over two months, resigning in May, 1901, when Mr. Illingworth was entrusted with the formation of a Ministry. Mr. Throssell successfully fought the contest of the routes in regard to the Yilgarn line, which resulted in the line being taken via Northam, instead of by way of York. He founded the Northam Mechanics' Institute, in which, as in all matters affecting the welfare of his constituents, he has always manifested a lively interest.

FRANK WALLACE, M.L.A., is a native of New South Wales, and was born in the Darling Downs district in 1862. For several years he followed business vocations in his native State, but was attracted to Western Australia when the Kimberley rush broke out in 1886. His success as a goldfields pioneer was not very marked; consequently, he again returned to mercantile pursuits. After a short time spent at Fremantle, he was appointed manager of a large store at Geraldton,

which became the shipping port for the Murchison goldfield. When the Mount Magnet district was opened up as a goldfield, Mr. Wallace was one of the first to establish mining and forwarding agencies. He has been intimately connected with the Murchison district ever since those early days. His principal business centre was Yalgoo, where he took an active part in mining ventures and all local matters. He has twice been returned as the member for the Mount Magnet electorate, the first time by only a small—but more recently, in 1901, by a large—majority.

FRANK WILSON, M.L.A., is a native of Sunderland, England, having been born in that town in the year 1859. He was educated first in his native town, and afterwards spent twelve months at the Moravian school at Neuwied, on the Rhine, Germany; and completed his scholastic career at the Wesley College, Sheffield. On leaving school, he was indentured to a firm of ship-brokers and timber merchants in Sunderland, but at the age of nineteen he obtained the cancellation of his indentures and joined his brother in engineering works, which they carried on until the termination of the three years' strike in 1887. Deciding then to try his luck abroad, Mr. Wilson sailed for Queensland, where, after a short period spent in business on his own account, he joined, in the capacity of manager, the staff of Messrs. A. Overend and Co., the well-known railway contractors, machinery merchants, and flour-millers. He remained in this employment until October, 1891, when he resigned, and came to Western Australia to take over the management of the Canning Jarrah Timber Company. He continued to manage that business until the concern was sold to the new company and also after that time, finally severing his connection with the company at the end of the year 1899. Mr. Wilson's first appearance in public life in this State was made in 1895, when he unsuccessfully contested a seat in the city council, but in the following year

he was elected to the council as a representative of the East Ward, which he represented for three years. In 1897 he offered himself for election to the Legislative Assembly to the electors of the Canning, which had been just created an electoral district, and he was returned by a large majority. At the general elections in 1901 Mr. Wilson stood for Perth, his old constituency of Canning having been sub-divided into South Perth and several other electorates. He was opposed by Mr. T. G. Molloy, but was returned by a two to one majority.

HENRY JOHN YELVERTON, M.L.A., the representative of Sussex, was born at Fremantle on April 6, 1854, educated at several of the leading schools in the State, and, although a member of the Church of England, chiefly at the Catholic Boys' School at Fremantle. At the age of eighteen Mr. Yelverton entered his father's office, and since that time has been constantly engaged in business pursuits, principally those of saw-milling, contracting, and agriculture. For many years he has held a position of justice of the peace, and has been elected president and chairman of various societies and associations in his own district. Among the numerous positions to which he was elected was president of the Southern Districts Agricultural Society, one of the oldest in the State. He was a member of both the Paris and Glasgow Exhibitions Royal Commissions. For many years the electors urged Mr. Yelverton to consent to stand for the electorate of Sussex, but, previous to the general election in 1901, he could never spare the time. He was opposed by Mr. E. C. B. Locke, the ex-member, and Mr. H. W. Mills; he won the seat, however, by a substantial majority. Some three years ago, Mr. Yelverton's timber business was floated into a company in London—the Imperial Jarrah Wood Corporation Limited—for which the member for Sussex acts as general manager in this State.



HON. GEORGE LEAKE, K.C., M.L.A.,  
Premier.



HON. F. H. PIESSE, M.L.A.,  
Opposition Leader.



## EX-LEGISLATORS.

ROBERT EDWIN BUSH was born at Redland, Gloucestershire, England, in 1855, and was educated at Clifton College. At the age of twenty-two he came to Western Australia, where his father, Colonel Robert Bush, had been located in the "forties" in command of a detachment of the Ninety-sixth Infantry. Young Bush for two years lived in the North-West portions of the State, and took a shipment of horses from Cossack to Mauritius. Towards the close of 1879 he, with Messrs. W. Howard and S. E. Sewell, accomplished some valuable pioneer work in the Gascoyne district, enduring great hardships. Fears for the safety of the small party were so great that the Government equipped a relief party to start from Geraldton, but the travellers returned just as the expedition was on the eve of starting. As a result of these explorations the famous Clifton Downs station, comprising 1,000,000 acres, was taken up and stocked with sheep, cattle and horses. The area was doubled subsequently by Mr. Bush purchasing the adjoining Mount Clere station. The natives were troublesome in the early days, and the terrible droughts of 1891-2 carried off 54,000 sheep and innumerable cattle. The station is now admirably equipped with steam power for shearing, wool-pressing and wood-cutting. The Gascoyne flows for 200 miles through the property, which is divided into numerous paddocks by over 300 miles of fencing. For many years Mr. Bush was a member of the nominee Legislative Council, but declined to contest the seat when it became elective. Mr. Bush is a keen sportsman, and has been a supporter of mining prospectors.

BERNARD DRUMMOND CLARKSON, J.P., was born at Wilberforce, York, and was educated at Guildford, where, at the time, his father held an appointment as superintendent of convicts. A few years later his father settled at Mt. Anderson, in the Toodyay district,



MR. B. D. CLARKSON.

which Mr. Clarkson now owns. He was elected a member of the Legislative Assembly for Toodyay in 1890, and represented that district continuously for six years. In his early years Mr. Clarkson did a lot of exploratory work in all parts of the State, from Kimberley in the north, to Eucla in the south, and has had numerous adventures. His family has cause to remember the vindictiveness of the natives, an uncle, a brother and two cousins of Mr. Clarkson having been murdered by aborigines. Mr. Clarkson was appointed a Justice of the Peace for the whole colony in 1867. He has been chairman of the Toodyay Roads Board for very many years.

EDWARD WILLIAM DAVIES was born in Fremantle in 1855, and for many years was closely connected with mercantile pursuits in both Perth and Fremantle. In 1894 Mr. Davies entered the Legislative Council as one of the members for the Central Province, but subsequently, owing to pressure of private business, he decided to resign his seat. Mr. Davies became a member of



MR. E. W. DAVIES.

the Fremantle Municipal Council in 1893, and continued to sit at the municipal table until the middle of 1901, when he resigned so that he might take a trip to England. Upon the resignation of Mr. Elias Solomon as Mayor of Fremantle to take his seat in the Federal House of Representatives, Mr. Davies was elected to the civic office.

RICHARD WATSON HARDEY, J.P., is a native of Western Australia, being the only son of Joseph Hardey, one of the early pioneers, who arrived in this State in February, 1830. When quite young, Mr. Hardey was sent to England to be educated, and after completing his studies was for five years employed on a large estate in Yorkshire, England. He returned to Western Australia in 1866, and settled at the Peninsula, the family estate, situated four miles from Perth, on the Swan

River, and where he continues to reside. Mr. Hardey has always taken a great interest in viticulture, and was the first to cultivate the vine to any great extent



MR. R. W. HARDEY.

in the Darling Range, where he now has one of the largest and best vineyards and cellars in the State. Mr. Hardey commenced his political career as a nominee member of the Legislative Council in 1876, and on the introduction of responsible government he was one of the two members appointed to the Upper House by Sir John Forrest before the Legislative Council was elected. In 1894, on the occasion of the first election for the Upper House, Mr. Hardey was returned as one of the members to represent the East Province, but in 1896 he was unseated by Mr. H. Taylor. He is a Justice of the Peace, and has been a member of the Perth Districts Educational Board and Perth City Council. He was chairman of the Perth Districts Roads Board for over twenty years.

HENRY BRUCE LEFROY, son of the Hon. O'Grady Lefroy, C.M.G., was born in Perth in 1853, and was sent to England to receive his education at Rugby. He returned to Western Australia in 1872, and took up the management of his father's station, Walebing, Victoria Plains. At the age of twenty-one he received the commission of the peace, and for twenty years he was chairman of the local Roads Board, and chairman also of the local Board of Education. When, in 1893, Mr. Randell resigned his seat as representative of the Moore district in the Legislative Assembly, Mr. Lefroy was elected in his place. He was one of the representatives of the Federal Council which met at Hobart in 1895. Mr. Lefroy, who had been a consistent supporter of the Forrest Government, joined it as Minister of Education in 1897, and accepted the portfolio of Minister of Mines in 1898, when his colleague, Mr. Wittenoom, became Agent-General in London for Western Australia. It was felt on all hands that the appointment of a comparatively young politi-



cian as Ministerial head of so important a department as that of Mines was the highest compliment which could be paid to his ability. The confidence thus reposed has been more than justified, and whether by supporters of the Ministerial benches or by their opponents on the other side of the House, it has been universally admitted that Mr. Lefroy has been both conscientious and unremitting in his exertions to further the best interests of the most important industry of this State. Mr. Lefroy succeeded Mr. Wittenoom as Agent-General in 1901.

**WILLIAM THORLEY LOTON** was born at Dilhorn, Staffordshire, England, in 1839, and is the descendant of an old farming family. He entered a mercantile house in Staffordshire at the age of fourteen, and subsequently (prior to his departure for Western Australia) acquired a year's valuable commercial experience with the well-known firm of Copestake, Moore and Co., of London. In 1867, after five years' residence in the colony, he entered into partnership with Mr. Walter Padbury, in conjunction with whom he built up the mercantile firm of Padbury, Loton and Co. Both Mr. Loton and his partner were large investors in landed es-



**MR. W. T. LOTON.**

tate, as well as financiers on a considerable scale. They were also among the most enterprising of the pastoralists of the North-West country, and took a prominent place among the sheep and cattle kings of the district around Roebourne. The fertile estate of Springhill, near Northam—10,000 acres in extent—came into his hands in 1876, many years before the auriferous discoveries of the eastern fields had given a stimulus to every form of local industry. In the same way he was fortunate enough to secure 6,000 acres of beautiful land at "Belvoir," on the Swan River. Mr. Loton, notwithstanding the constant demands made upon his time and attention by the claims of his private and personal affairs, has not shirked the responsibility of taking a fair share of the burdens imposed by public and political

life. In 1884 he accepted a seat as a nominee member in the Legislative Council, and thus commenced a political career, in the course of which he has unobtrusively done much useful work in both branches of the Legislature. In 1891 Mr. Loton was one of the delegates to the Federal Conference in Sydney. He is universally esteemed by those with whom he has been brought in contact, in the course of a long and honourable public and private career, and his advice on any matters connected with the commercial and financial life of the colony is much valued by younger men. He was elected Mayor of Perth on October 3, 1901, in place of Hon. S. H. Parker, K.C., who resigned the civic chair on his elevation to the Supreme Court Bench.

**CHARLES JOHN MORAN** was born in the Darling Downs district, Queensland, in 1868. He was a pupil teacher in the Education Department, and, studying mechanics, passed his examination with honours. Later, he went to St. Killeen's College and matriculated for the Sydney University. Mr. Moran selected Western Australia as his sphere of action, and arrived in the (then) colony on the day responsible government was proclaimed. Mr. Moran started forth with many others in a quest for gold, and was in the Siberia Rush, whence many never returned owing to the lack of water. Mr. Moran contested the Coolgardie seat in Parliament against Mr. De Hamel, whom he defeated. Later he represented East Coolgardie, and was connected with the celebrated Ivanhoe Venture mine as one of the owners of the lease. From this connection arose the great "alluvial trouble," the paradoxical and anomalous character of the West Australian mining laws practically leaving lessee and alluvial men with equal rights to the same ground. Mr. Moran had, until then, been popular with the miners, but the hostility towards him displayed by a Kalgoorlie paper which was advocating the claims of the alluvial men practically "killed" him politically. However, when Mr. Throssell succeeded Sir John Forrest as Premier, Mr. Moran was offered, and accepted the portfolio of Minister for Mines, but when he went to his constituents for re-election he was rejected in favour of Mr. W. B. Johnson. During his political career, Mr. Moran was an ardent advocate of water conservation and boring for water, and, among other matters, urged the setting apart by the Government of residential areas for miners.

**STEPHEN HENRY PARKER, K.C.**, was born at York, Western Australia, November 7, 1846, and received most of his education in Perth. In 1868, when a little over twenty-four years of age, Mr. Parker was called, and immediately opened in practice. When in 1890 the Imperial Government appointed him a Q.C., it was recognised as a conspicuous testimonial to his ability. Mr. Parker was the last West Australian barrister to receive the distinction direct from Her Majesty the late Queen Victoria, such honours now being locally conferred. In 1878 he was appointed chairman of the Perth City Council, and since Perth was incorporated he has twice occupied the mayoral chair. In the same year he

was elected a member of the old Legislative Council for the Perth Division, and from 1885 to 1890 he was recognised leader of the elective members. He continued to represent Perth constituency until 1888, when he transferred his services to the Vasse division. At the first elections for the House of Assembly he stood for his native district—York—and was elected. In 1890 he went to England as a delegate from the Legislative Council with Sir Thomas Cockburn Campbell, Bart., and gave evidence before a select committee of the House of Commons re the granting of responsible government to this State. In 1892, when Sir George Shenton resigned the portfolio of Colonial Secretary in order to qualify for the Presidency of the Legislative Council, Mr. Parker was appointed to the vacant office and to lead the House. He resigned his seat in the Assembly, and was nominated a member of the Council. In 1894 he was elected for Perth in the Legislative Council, and resigned his portfolio as Colonial Secretary at the end of the same year. In 1897 Mr. Parker resigned his seat in the Legislative Council in order to contest the Perth electorate in the Legislative Assembly. He was defeated by seven votes by Mr. Lyall Hall. In 1900 he went to England on the Federation question, and on his return unsuccessfully contested the Metropolitan-Suburban division for the Legislative Council. When Mr. W. G. Brookman resigned the mayoralty of Perth in 1901, Mr. Parker was unanimously elected to succeed him, and only resigned the position to take up the duties of second Puisne Judge, presiding for the first time in No. 2 Court on September 13, 1901.

**RICHARD WM. PENNEFATHER**, a son of Mr. Frederick Pennefather, of Holy Cross Abbey, was born in Tipperary, Ireland, but when quite young he was taken to Melbourne, where he was first placed under a private tutor, but finished his education at the Melbourne University. He took the degrees of LL.B. and B.A. in 1878, and, after having been called to the Victorian Bar, practised his profession in the sister State. After a couple of years he went to Sydney, where he was called to the Bar of New South Wales. He eventually returned to Victoria, and resumed his old connection. In 1896 he came to Western Australia, and six months afterwards was admitted to the Bar in this State. In the general election of 1897 Mr. Pennefather was elected as representative of the Greenough constituency. When Mr. S. Burt, Q.C., retired from the Forrest Government, Mr. Pennefather received the portfolio of Attorney-General, which he resigned in order to assume the office of Acting Supreme Court Judge.

**SAMUEL POLE PHILLIPS, J.P.**, deceased, was the eldest son of the late Mr. John Phillips, of Culham, Oxfordshire, England, and was born on March 11, 1819. He received his education at Winchester College. He arrived in Western Australia in the ship "Montreal" in the year 1839, and at once entered on pastoral and agricultural pursuits in the Toodyay Valley, where he purchased a property from Mr. A. Waylen. This property he named "Culham," after his English home, and



stocked it with cattle and horses at the enormous prices then ruling. He went into the Indian horse market, and during the Indian mutiny he had a contract to supply horses at Fremantle at £40 per head. At different times Mr. Phillips imported English thoroughbreds for stud purposes, the better known among these being Van Diemen, Tavistock, and King William, the descendants of which animals are well known on the turf to-day. He was always a supporter of the turf, and in his younger days was well known on the course. Mr. Phillips had the distinction of being the oldest Justice in the State, having been given a commission soon after he settled at Culham. He devoted a lot of time to magisterial work, and acted on many occasions as resident magistrate for Northam and Toodyay districts. He married, in 1847, the eldest daughter of the late Captain J. S. Roe, R.N., Surveyor-General of Western Australia for forty-two



The late MR. S. P. PHILLIPS and MRS. PHILLIPS (first Westralian born white woman).

years. This lady enjoyed the distinction of having been the first white child born in Western Australia. Mr. Phillips was for some time a member of the Legislative Council, both before and after representative institutions were granted to Western Australia. He also took a keen interest in local affairs, and for many years was chairman of the Toodyay Roads Board, but retired from public life in consequence of ill-health. Mr. Phillips was a holder of a silver medal and certificate of the Royal Humane Society for bravery in saving life. The incident occurred on a very rocky point on the South Australian coast. The news of a vessel in distress reached Mr. Phillips, who was on a visit to his brother-in-law, Bishop Short, and he at once rode down to the spot. A boat, when nearing the shore, suddenly capsized, throwing its five occupants into the sea. Mr. Phillips, at great personal danger, rode his horse into the sea and succeeded in bringing two of the men to shore in safety. Besides the recognition of the Royal Humane Society, Mr. Phillips was pre-

sented with a handsome silver cup by the Mayor and citizens of Adelaide. During his lengthy sojourn in Western Australia Mr. Phillips visited England three times, namely, in 1843, 1853, and 1879, spending a couple of years there on each occasion. Mr. Phillips died at Culham on June 12, 1901, and with his death there disappeared a prominent figure from amongst the rapidly diminishing group of pioneer settlers of Western Australia.

ALEX. ROBERT RICHARDSON was born at Islington, England, in 1848. He was brought out to Australia at the age of twelve months by his parents, the Rev. — and Mrs. Richardson. His boyhood was spent in Victoria, where he received an excellent education. He came to Western Australia in 1865. On April 2 of the same year he landed at Tientsin Harbour, now called Cossack Bay, the port of the Roebourne district, and engaged in pastoral pursuits. Subsequently he turned his thoughts to public life, and, when residing in the Nickol Bay, or Roebourne district, became a member of the Northern Roads Board, eventually becoming chairman of that body. Upon removing to the Serpentine, near Perth, he took a more active interest in politics, and eventually essayed to enter the old Legislative Council. He was a candidate for the Northern district, and, with his later colleague in the Government, the Hon. S. Burt, was duly returned in 1887. At the inauguration of responsible government, when the Legislative Assembly was constituted, he stood for, and was elected member for the De Grey electorate. On the retirement of the Hon. W. E. Marmion from the portfolio of Minister of Lands, Sir John Forrest offered him the office, which he accepted, and entered upon his duties in December, 1894, resigning his office early in 1897.

SIR EDWARD HORNE WITTENOOM, K.C.M.G., was born at Fremantle in 1854. He was educated at the Bishop's Collegiate School at Perth. In 1874 he and his brother, Mr. F. Wittenoom, secured the lease of a large station in the outlying parts of the Murchison district. When only twenty-five years of age he was created a Justice of the Peace. In 1883 he was elected a member for the Geraldton district. At the end of the same year he resigned, and went to England and the Continent. He returned to Western Australia in 1884, and was again elected a member of the Legislative Council, but his increasing business duties compelled him to resign in 1886. For a number of years he remained unconnected with political affairs, but in 1894 he consented to stand for the Legislative Council, under responsible government, in the interests of the Central Province, and in July of that year he was elected. In December, 1894, he was offered the portfolio of Minister for Mines in the Cabinet, and assumed control of the Mines, Posts and Telegraphs,

and Education Departments. When Sir John Forrest went to England for the purpose of attending the celebrations of 1897, Sir Edward (then Mr.) Wittenoom was Acting-Premier. In 1898 he was appointed Agent-General in London for



SIR E. H. WITTENOOM, K.C.M.G.

Western Australia, and subsequently the honour of knighthood was conferred upon him. On the expiration of his term in 1901 Sir Edward returned to his native State, having been appointed managing director in Western Australia for Dalgety and Co.

BARRINGTON CLARKE WOOD, who was born at Fremantle, in his earlier life was in business at that port. During his residence at his birth-place he identified himself with all public matters, taking an active part therein, and was the first Mayor of Fremantle. In 1888 he removed to Perth, and established an auctioneer's and land agency business. This he has carried on with vigour and success to the present time. Six years ago he was elected representative for West Perth in the Legislative Assembly, which seat he has since occupied. In 1897, when the general election took place, his candidature was strongly opposed, but he was returned by a larger majority than in 1894. In September, 1900, on Mr. F. H. Piessie resigning his position as Commissioner for Railways, Mr. Wood was offered, and accepted, the portfolio, and his acceptance thereof rendered his seat vacant. On again placing his services at the disposal of the electors of West Perth, he was returned by a substantial majority. At the general elections in April, 1901, he was rejected by his constituents in favour of Mr. Geo. Leake.



# Federation

## THE COMMONWEALTH OF AUSTRALIA.

When the Australian Government Act was passed by the Imperial Parliament in 1850—an Act which had for its prime object the elevation of the colonies of Victoria, South Australia, and Tasmania to the political position previously occupied by New South Wales alone—the idea of an ultimate federation was even then engaging the attention of British statesmen, and particularly those responsible for the control of the Colonial Office. At that time, of course, Queensland had no separate political existence, and the detachment of Victoria from New South Wales was not completed until the following year, although South Australia had, under charter, attained the dignity of a separate province some fifteen years previously. Western Australia was geographically too remote to be specifically included in the Imperial plans, but provision was nevertheless made by the Australian Government Act for the establishment of that colony on the same footing as her sisters whenever the proper time should arrive for the carrying out of that project.

In furtherance of the Imperial idea of federation, Sir Charles A. Fitzroy, Governor of New South Wales, received a commission as Governor-General of Australia, the governors of the other

colonies all holding the official rank of lieutenant-governor. Any lieutenant-governor was to be superseded in his office during the temporary residence in his colony of the Governor-General. It was, however, objected by the residents of Melbourne and Adelaide that their distance from the federal capital (Syd-



**SIR CHARLES A. FITZROY,**  
First Australian Governor.

ney) was too great to make the Imperial proposals acceptable. The matter was, therefore, not pressed; and, on the retirement of Sir Charles A. Fitzroy in 1855, the title of governor was bestowed

upon Her Majesty's representative in each of the other colonies. And though the distinction of Governor-General was retained by the Governor of Sydney until 1861, the title carried no real power. So complete, indeed, has been the effacement of this incident from recollection, that to-day Lord Hopetoun is generally described as the first Governor-General of Australia; whereas, in fact, two of his predecessors held that title in succession over forty years ago.

With the secession of Victoria from New South Wales and the subsequent proclamation of other colonies, a keen competitive spirit sprang up in each of the sub-divisions, and for some time this feeling ran so high that it was anticipated considerable difficulty would be experienced in connection with any efforts that might be made to consolidate them. However, as time went on, it became evident that federation must ultimately benefit all the States, and each agreed that it would be for the common good.

As frequently happens in history, the very circumstances which it was expected would hasten Australian federation operated to retard it. It was recognised that the growing prosperity of the infant States would ultimately lead to federation; but the prosperity, which was to be the prime factor in the movement, came so unexpectedly and with such a rush, owing to the opening up of the rich goldfields of New South Wales and Victoria, and the consequent development and transformation of the coastal pastoral lands of South Australia into wheat areas to feed the crowds of immigrants who flocked to Port Jackson and Port Phillip, that all thought of federation was driven out of mind by



A.N.A. INTERCOLONIAL CONFERENCE, MELBOURNE, JAN. 1890.





NATIONAL AUSTRALASIAN CONVENTION, SYDNEY, 1891.

the political exigencies of the moment and the growing demands of the autonomous constitutions then only recently granted to the various colonies.

Meanwhile, in England other causes had operated with at least equal force in the same direction. The war in the Crimea, the Indian mutiny, the terrible distress wrought in Lancashire by the cotton famine caused through the American civil war, the rise and fall of the second French Empire, the Franco-German war, all in turn absorbed the watchful attention of British statesmen of all parties, to the practical exclusion of all other considerations. Mr. Gladstone, who had been Colonial Secretary in 1849, had been very unfortunate in his administration of the colonies. He had persisted, in spite of the strong remonstrances of the New South Wales colonists, in sending out a batch of convicts in the "Hashedin." At one time there was some talk of a forcible resistance to the landing of these people, but wiser counsels prevailed, and by a compromise the convicts were landed and forthwith taken up country. The occasion is historically interesting, as being the one on which young Parkes (afterwards Sir Henry) first came to the front, and made his mark as a politician.

Many years later—in 1882—when Sir Henry Parkes was on a visit to Europe, that veteran colonial statesman had an interview with Mr. Gladstone, and asked him the reason of his antagonism to the

colonies, or at least his indifference. Mr. Gladstone replied that he had never in his public utterances said anything to indicate this indifference. This was true enough, but, for all that, Mr. Gladstone had for many years ceased to take any interest in colonial affairs. In 1852 the Russell Ministry, in which Mr. Gladstone held the portfolio of Colonial Secretary, vacated office, and Lord Derby formed his first administration. This change proved favourable to the claims of the Australian colonists, who were loudly crying for greater independence and an autonomous form of government. But the claims for autonomy, which were eventually conceded, gave rise to such a fever of local political activity that the wider scheme of federation was for the time completely lost sight of. The wild rush for gold and the influx of immigrants who, in the first place, desired rapidly to procure wealth, and, in the next, to return to England as soon as possible, completely upset any ideas which the more far-seeing of the older colonists had entertained with regard to an ultimate federation of the Australian colonies.

This one man, and he alone among the public men of Australia, held steadfastly to the federal project. Undiverted from his purpose, either by the clash of arms in Europe or the ring of the gold-seekers' picks in Australia, he kept his one aim steadily in view. In May, 1882, the arrival of Sir Henry Parkes in London, on a trip undertaken in search of health, naturally revived the hopes

of that section of the British public which still cherished its old ideals in the matter of the federal unity of Australia. If that section had a fault, it was an enthusiasm which failed to recognise the practical difficulties which lay in the path of the immediate realisation of their hopes. At that time, at a meeting held at the Royal Colonial Institute, it was forcibly pointed out that the fiscal difficulties which had to be disposed of must delay the consummation of federation for many years to come, and this has since been justified by the fact that eighteen years have elapsed, and yet of the Australasian colonies New Zealand still holds aloof from the Commonwealth. Sir Henry Parkes had no illusions on this point. He saw that ultimate federation was inevitable, but that the framing of any constitution likely to meet the requirements of the people as a whole must have regard to the varying fiscal conditions of the different States if it was intended that it should be generally acceptable to them.

On Sir Henry Parkes' return, the federal cause began to increase in popular favour. The first step of a practical nature to give effect to the growing desires of the people was the establishment of a Federal Council, the first meeting of which was held at Hobart, Tasmania, in January, 1886, the appointment of delegates for this purpose being sanctioned by an Imperial Act. The colonies there represented were Victoria, New South Wales, Queensland,



Tasmania, Western Australia, and Fiji. South Australia held aloof from the movement on the ground that the conference was of a purely deliberative character, and could achieve no adequate practical result. Four years later, in February, 1890, a conference of representatives of the seven colonies of Australasia met in Melbourne. The outcome of their deliberations was the appointment of a Convention, with authority to consider and report upon a scheme for the federation of the Australasian colonies.

The fire of unity, which had for many years been smouldering in the breasts of the rising generation of Australians, now burst into a flame, at the instance of a band of patriots known as the Australian Natives' Association. The rules of this society preclude any but those actually born in one or other of the Australasian States from becoming members; and as this Association has, with a persistency much to be commended, fanned the federal flame with such vehement force for ten years, much of the credit of Australia's proud position to-day may justly be claimed by those who are of purely Australian extraction. Meetings were organised throughout the colonies, and such a feeling of patriotism was engendered among the people that, when the Convention met at Sydney in the following year, 1891, it passed a Bill, which was practically a draft Constitution for the Commonwealth of Australia.

A difficulty then arose. Up to that

time the idea of a Commonwealth had been more or less nebulous and hazy; but the delegates had, at one and the same time, been educating both themselves and the public in the practical steps necessary for the foundation of a constitution. When the various colonies had something tangible in the shape of a Bill before them for discussion, it was found that the proposed measure did not in its details meet the views of the great bulk of the people of any of the States. New Zealand and Fiji fell out of the movement altogether, and have since taken no active part in connection with it. After four more years of comparative inaction, the Australian Premiers—at the instance of Mr. G. H. Reid, then Premier of New South Wales—met at Hobart on January 29, 1895, and framed what was called the Australasian Federation Enabling Act. This Act contemplated a Convention of ten members from each colony, including New Zealand, if that colony chose to join. The Convention was to meet as soon as three colonies had elected their delegates, and its object was to draw up a constitution for submission to the electors. If three colonies approved, the constitution was to be presented to the Imperial Government for confirmation by enactment.

The Convention met in Adelaide in March, 1897, and was presided over by Mr. C. C. Kingston, then Premier of South Australia, with Mr. Edmund Barton, of New South Wales, as vice-president. The latter gentleman, who, owing

to his great ability, had been asked to lead the Convention, prepared the following resolutions as embodying the principles to be followed in framing the new constitution, and these were carried unanimously:—

"1. That the powers, privileges, and territory of the colonies shall remain intact, except in respect of voluntary surrenders with a view to secure uniformity of law and administration.

"2. That after the creation of a Federal Government there shall be no alteration of boundaries without the consent of the colony concerned.

"3. That the exclusive power of imposing and collecting Customs and excise be vested in the Federal Parliament.

"4. That the exclusive military and naval control be vested in the Federal Parliament.

"5. That trade and intercourse between the federated colonies be absolutely free.

"6. That, subject to the above conditions, the Convention shall approve the framing of a Constitution whereby a Parliament shall be established, consisting of a States Assembly or Senate, and a National Assembly or House of Representatives, the former to consist of representatives of each colony chosen in the manner best calculated to secure perpetual existence, with responsibility to their own people, and the latter to be elected in districts formed on a popula-



FEDERAL CONVENTION, ADELAIDE, 1897.



tion basis, and to possess the sole power to originate revenue bills and impose taxation. The executive shall consist of a Governor-General appointed by the Queen, as well as of such persons as shall be appointed as his advisers, and of the Supreme Federal Court, which shall also be the High Court of Appeal of the federated colonies."

The Federal Constitution Bill drafted by the Convention over which Sir Henry Parkes had presided six years earlier, in March, 1891, was accepted as a convenient basis on which to start, and from March, 1897, to the same month in the following year the Convention sat at intervals, the members debating the proposed constitution with much energy and thoroughness.

From the first there were three cardinal points around which the whole of the contentions of the various parties represented in the Convention naturally grouped themselves—the amount of representation to be accorded to each colony in the Upper House of the Federal Parliament—the process of settling a dead-lock between the two Houses—and the division of the surplus, if any, of the revenue collected by the Commonwealth.

The Bill, which was finally passed, has been described by Mr. Edmund Barton as supplying a constitution which is not only more democratic than that of the United States, but more democratic and more federal than that of Canada. The conditions for membership of either of the federal Houses are the following:—

(1) The attainment of the age of twenty-one years. (2) The qualification of an elector for the Lower House. (3) A three years' residence within the Commonwealth. (4) Being a British subject either natural born, or for five years naturalised.

The three cardinal points already referred to were finally settled by each colony, or State, as the Act now terms them, having an equal representation of six members in the Senate or Upper House, the members of the Lower House, or House of Representatives, being returned on a population basis, no colony or State having less than five members. An arrangement was come to whereby, in the event of a deadlock, a dissolution might in the first place take place, and should it occur that, after a general election the deadlock continued then both Houses were to sit together and decide the matter in dispute by a majority. The financial problem—which throughout had been a most difficult one, owing to the varying needs of the colonies, and the opposing fiscal arrangements existing—was solved by the Federal Government taking over the customs and excise duties, and returning to each of the States not less than three-fourths of the amount collected, retaining, for the purposes of the Commonwealth, the remaining one-fourth.

The labours of the Convention being concluded, the Bill was referred to the people of the various colonies. At the first plebiscite the voting resulted as follows:—

|               | For.    | Against. | Total.  |
|---------------|---------|----------|---------|
| N.S.W. .. ..  | 71,595  | 66,228   | 137,820 |
| Victoria.. .. | 100,520 | 22,099   | 122,619 |
| S. Australia  | 35,803  | 17,320   | 53,123  |
| Tasmania ..   | 11,706  | 2,716    | 14,422  |

Western Australia took no part in this plebiscite, because her Enabling Act provided that she should only join a federation in which New South Wales took part, and, as the local Act which authorised the taking of the plebiscite in New South Wales provided that 80,000 electors must vote "aye" in order to carry the Commonwealth Bill, the matter, for a short time, dropped. The other colonies recognised that a form of federation which did not include New South Wales would be useless, so a further conference of the Premiers of Australia was held in Melbourne in January, 1899, when an agreement was come to, which removed the objections of a large number of the electors of New South Wales. Each of the colonies again passed the legislation necessary to enable the Bill to be again submitted to the people.

At the second plebiscite the results of the voting were as follows:—

|                | For.    | Against. | Majority for. |
|----------------|---------|----------|---------------|
| N.S.W. .. ..   | 107,420 | 82,741   | 24,679        |
| Victoria .. .. | 152,653 | 9,805    | 142,848       |
| Queensland..   | 38,488  | 30,996   | 7,492         |
| S. Australia   | 64,929  | 17,000   | 47,929        |
| Tasmania ..    | 13,437  | 791      | 12,646        |

From the foregoing figures the following curious circumstance becomes apparent: Victoria, which had surrendered, after a severe struggle, the right of being the seat of the Federal Government to New South Wales, nevertheless voted for federation by a majority immensely superior to that which she had recorded on a previous occasion. The feeling of all parties in that colony was practically unanimous that their industries were now in such an established condition that they could more than hold their own against the products of all the other colonies under the Commonwealth.

Meanwhile, in Western Australia public opinion was much divided. The question was brought before the Parliament, and the proposed adoption of the Commonwealth Bill met with much opposition. A Select Committee appointed to enquire into the Commonwealth Bill suggested certain amendments, and an Enabling Bill to submit both the Commonwealth Bill and the Bill as proposed to be amended was thrown out towards the close of the session in the Legislative Council.

The next stage was reached when a special session sat in the following June for the purpose of passing a Referendum Bill and making the necessary arrangements for the submission of the Commonwealth Bill without the amendments proposed by the Select Committee for acceptance or rejection by the people. This time it was passed, and the polling, according to official figures, showed:

|                | For.   | Against. | Majority for. |
|----------------|--------|----------|---------------|
| W. Australia.. | 44,700 | 19,691   | 25,009        |

June, 1900, was a very anxious month for the friends of federation. They had relied upon the unquestioning acceptance of their Bill by the Imperial authorities without the suggestion of an amendment, but in this matter they had reckoned without their host.

Clause 74 had attracted the attention of Her Majesty's advisers, and they were not prepared to recommend its acceptance without amendment. As drafted, the clause was as follows:—

"No appeal shall be permitted to the Queen in Council in any matter involving the interpretation of this constitution or of the constitution of a State, unless the public interests of some part of Her Majesty's dominions other than the Commonwealth or a State are involved."

Generally speaking, the feeling of the Australian mercantile and financial community was strongly adverse to this clause; but the members of the legal profession, who formed so large a proportion of the delegates at the various conventions were warm advocates of it. Sir Samuel Way, Chief Justice of South Australia, was one of the few Australian jurists who adhered to an Imperial, as opposed to an Australian view of the situation. At one time the relations of the Australian delegates who had travelled to London to watch the Bill through the British Parliament became considerably strained with the Colonial Office; but on June 16 a compromise was arrived at whereby clause 74 was made to read as follows:—

"No appeal shall be permitted to the Queen in Council from a decision of the High Court upon any question howsoever arising as to the limits inter se of the constitutional power of the Commonwealth, or those of any State or States, or as to the limits inter se of the constitutional powers of any two or more States, unless the High Court shall certify that the question is one which ought to be determined by the Queen in Council. The High Court may so certify if it is satisfied that for any special reason a certificate should be granted, and thereupon an appeal shall be to the Queen in Council on the question without further leave. Except as provided in this section, this constitution shall not impair any right which the Queen may be pleased to exercise by virtue of her royal prerogative to grant special leave of appeal from the High Court to the Queen in Council. The Parliament may make laws limiting the matters in which such leave may be asked, but the proposed laws containing any such limitation shall be reserved by the Governor-General for Her Majesty's pleasure."

On June 22, Mr. Chamberlain, who had evinced much tact throughout the negotiations, was in a position to send the following cable message to the Australian Governors:—

"The Commonwealth Bill, with clause 74 as amended, as set forth in my telegram of June 16, passed through committee in the House of Commons this afternoon. It is very gratifying to Her Majesty's Government that it has been able to arrive at an arrangement in this



| YES                                                                                          |       | NO    |               | YES    |      | NO          |     | YES    |            | NO    |      |
|----------------------------------------------------------------------------------------------|-------|-------|---------------|--------|------|-------------|-----|--------|------------|-------|------|
| 44652                                                                                        |       | 19636 |               | MALDEN |      | 25016       |     | MALDEN |            | 25016 |      |
| ALBANY                                                                                       | 914   | 67    | N.E. L'GARDIE | 2723   | 143  | GREENOUGH   | 18  | 411    | MURRAY     | 469   | 674  |
| ASHURTON                                                                                     | 32    | 17    | DE GREY       | 84     | 15   | IRWIN       | 34  | 310    | NELSON     | 402   | 487  |
| BEVERLEY                                                                                     | 86    | 415   | DUNDAS        | 816    | 30   | E. KIMBLEY  | 57  | 1      | NORTHAM    | 593   | 833  |
| BUNBURY                                                                                      | 493   | 802   | FREMANTLE     | 532    | 277  | W. KIMBLEY  | 97  | 34     | PERTH      | 2386  | 1328 |
| CANNING                                                                                      | 405   | 509   | E. F. MANTLE  | 1322   | 804  | MOORE       | 65  | 463    | E. PERTH   | 1128  | 820  |
| C'LGARDIE                                                                                    | 4337  | 170   | N. F. MANTLE  | 1289   | 678  | MURCHISON   | 26  | 222    | N. PERTH   | 1416  | 844  |
| E'LGARDIE                                                                                    | 11502 | 732   | S. F. MANTLE  | 1544   | 1382 | C. M'CHISON | 777 | 65     | W. PERTH   | 2078  | 1388 |
| N'LGARDIE                                                                                    | 3727  | 117   | GASCOYNE      | 53     | 66   | N. M'CHISON | 597 | 83     | PILBARRA   | 308   | 9    |
|                                                                                              |       |       | GERALDTON     | 254    | 679  | S. M'CHISON | 910 | 209    | P. TAGENET | 359   | 213  |
|                                                                                              |       |       |               |        |      |             |     |        | YORK       | 139   | 670  |
| <b>FEDERAL POLL JULY 31<sup>ST</sup> 1900</b><br><b>"The Oldest Australian" RECORD BOARD</b> |       |       |               |        |      |             |     |        |            |       |      |
|                                                                                              |       |       |               |        |      |             |     |        |            |       |      |



matter, which is accepted by all as a satisfactory solution. I wish to express my appreciation of the friendly and cordial manner in which the Governments of the federating colonies and their delegates co-operated with me throughout, and the loyal spirit in which they have recognised the duty of Her Majesty's Government to safeguard the Imperial interests entrusted to it. I am confident that the people of Australia have correctly appreciated our motives in seeking an amendment, and that they will share our pleasure at the amicable manner in which the discussion has been conducted, and its satisfactory nature."

Subsequently, Lord Hopetoun, who had previously filled the post of Governor in the colonies, was appointed Governor-General of Australia—an appointment which has met with universal approbation throughout the States. In due course, on January 1, 1901, the Commonwealth Act was proclaimed, and the people of Australia thereupon became one and undivided under the terms of the federation. To mark the occasion of so important a step, the Imperial Government arranged that the heir-apparent to the throne should open the first Federal Parliament—a task which he ably performed on May 9 of the same year, amid the rejoicings of the people.

#### THE WESTERN AUSTRALIA POLL.

As previously mentioned, Western Australia spoke with no uncertain sound when the referendum was taken in July of last year as to her feelings regarding Federation. The result of the plebiscite indicated a vast majority in favour of union with the other States. No political event, with, perhaps, the exception of the Federal poll itself, excited more interest in this State than did the taking of the vote. In this article is a view of the Federal Poll Board as exhibited in front of the offices of the "West Australian" newspaper. The totals, however, at the time the Board was photographed were only approximate.

Polling day was fixed in this State for March 29 of this year. For the Senate there were sixteen candidates, with six seats to be filled; and for the House of Representatives ten candidates. The polling excited considerable interest throughout the State, and it was some weeks before the returning officer was enabled to announce the complete results for the Senate, but for the House of Representatives the returns were available within a few days of the closing of the poll.

The elections were fought out on the fiscal issue so far as the Lower House was concerned, in the coastal districts; but this element did not enter so largely into the Senate elections, as fifteen of the sixteen candidates for that House were avowed Free Traders. The Perth constituency was contested by Messrs. J. M. Fowler, the Free Trade Party's nominee, and Mr. M. F. Cavanagh, who stood in the Protectionist interest. In Fremantle the candidates were Messrs. E. Solomon (Free Trade), T. O'Bierne (Labour), and Adcock. The Goldfield seats (Kalgoorlie and Coolgardie) were each sought by two candidates, the for-

mer by Messrs. J. W. Kirwan and J. M. Hopkins, and the latter by Messrs. H. Mahon and J. W. Archibald. Since, however, the fiscal question was not a distinction between the candidates, the selection of a representative by the electors of the goldfields became rather a matter of personal appreciation than a recognition of fiscal principles.

The workers on the goldfields voted solidly for the Labour candidates who stood for the Senate, and succeeded in returning Messrs. G. F. Pearce and H. De Largie third and fourth respectively on the poll.

The following are the names of the members returned for the Senate and House of Representatives respectively, together with the number of votes each successful candidate polled:—

#### THE SENATE.

| NAME.                        | RESIDENCE AND OCCUPATION.        | NO. OF VOTES. |
|------------------------------|----------------------------------|---------------|
| Miles Staniforth Smith .. .. | Reuter's Agent, Kalgoorlie .. .. | 15,288        |
| A. P. Matheson .. ..         | Merchant, Perth .. ..            | 14,728        |
| G. F. Pearce .. ..           | Carpenter, Subiaco .. ..         | 13,109        |
| Hugh De Largie .. ..         | Miner, Kalgoorlie .. ..          | 12,648        |
| E. A. Harney .. ..           | Barrister, Perth .. ..           | 11,475        |
| N. K. Ewing .. ..            | Barrister, Perth .. ..           | 11,037        |

#### HOUSE OF REPRESENTATIVES.

| NAME.                  | CONSTITUENCY.    | OCCUPATION.      | NO. OF VOTES. |
|------------------------|------------------|------------------|---------------|
| Sir John Forrest .. .. | Swan .. ..       | Gentleman .. ..  | Unopposed     |
| J. M. Fowler .. ..     | Perth .. ..      | Accountant .. .. | 3,334         |
| J. W. Kirwan .. ..     | Kalgoorlie .. .. | Journalist .. .. | 5,734         |
| H. Mahon .. ..         | Coolgardie .. .. | Journalist .. .. | 3,329         |
| E. Solomon .. ..       | Fremantle .. ..  | Gentleman .. ..  | 2,870         |

#### THE FEDERAL MINISTRY.

Western Australia had a direct representative in the first Federal Cabinet in the person of Sir John Forrest, who accepted the portfolio of Postmaster-General in Mr. Barton's Government. In consequence of the readjustment of portfolios which took place on the demise of Sir James Dickson, Sir John Forrest resigned his office of Postmaster-General, and accepted the portfolio of Minister for Defence. The reconstructed Federal Ministry being then constituted as follows:—

Mr. Edmund Barton, Prime Minister and Minister for External Affairs.

Mr. Alfred Deakin, Attorney-General and Minister for Justice.

Sir W. J. Lyne, Minister for Home Affairs.

Sir George Turner, Treasurer.

Mr. C. C. Kingston, Minister for Trade and Customs.

Sir John Forrest, Minister for Defence.

Mr. J. G. Drake, Postmaster-General.

Sir P. O. Fysh, Minister without portfolio.

Mr. R. E. O'Connor, Minister without portfolio in the Senate.

The following are short biographical sketches of the West Australian representatives in the Federal Parliament:—

**SENATOR MILES STANFORTH SMITH** was born at Kingston, in Victoria. He obtained his early education at the St. Arnaud Grammar School, and received private tuition. After matriculating with honours, he went to the Melbourne University and studied engineering. In 1887, Senator Smith joined the woolbroking firm of Goldsbrough, Mort and Co., Limited, and remained with that company in their Melbourne office for nine years. He arrived in this State in 1896, and on reaching Coolgardie accepted the position of head bookkeeper to C. R. Knight and Co., produce merchants and forwarding agents, and only left that firm to join Reuter's Telegram Company Limited,

when it opened in June, 1896, in Kalgoorlie. Shortly after his arrival in Kalgoorlie, he became a member of the West Kalgoorlie Progress Committee. The following year he was returned unopposed for an extraordinary vacancy in the Kalgoorlie Municipal Council. He initiated municipal swimming baths, municipal water supply, and municipal markets, besides being a strong advocate of the extension of the municipal electric lighting plant. He received a commission of the peace in March, 1898. At the first Commonwealth elections held on March 29, 1901, Senator Smith was returned to the Senate from Western Australia at the head of the poll, with a total of 15,288 votes.

**SENATOR ALEXANDER PERCEVAL MATHESON** was born in 1861, in Scotland, his family having resided for some centuries at Lochailsh, in Ross-shire. He is descended from a family that has been prominently allied with British politics, his great-grandfather, Spencer Perceval, having been one of England's Prime Ministers, while his father for thirty-seven years was a member of the House of Commons and an ardent supporter of Mr. Gladstone. Senator Matheson was educated at Har-

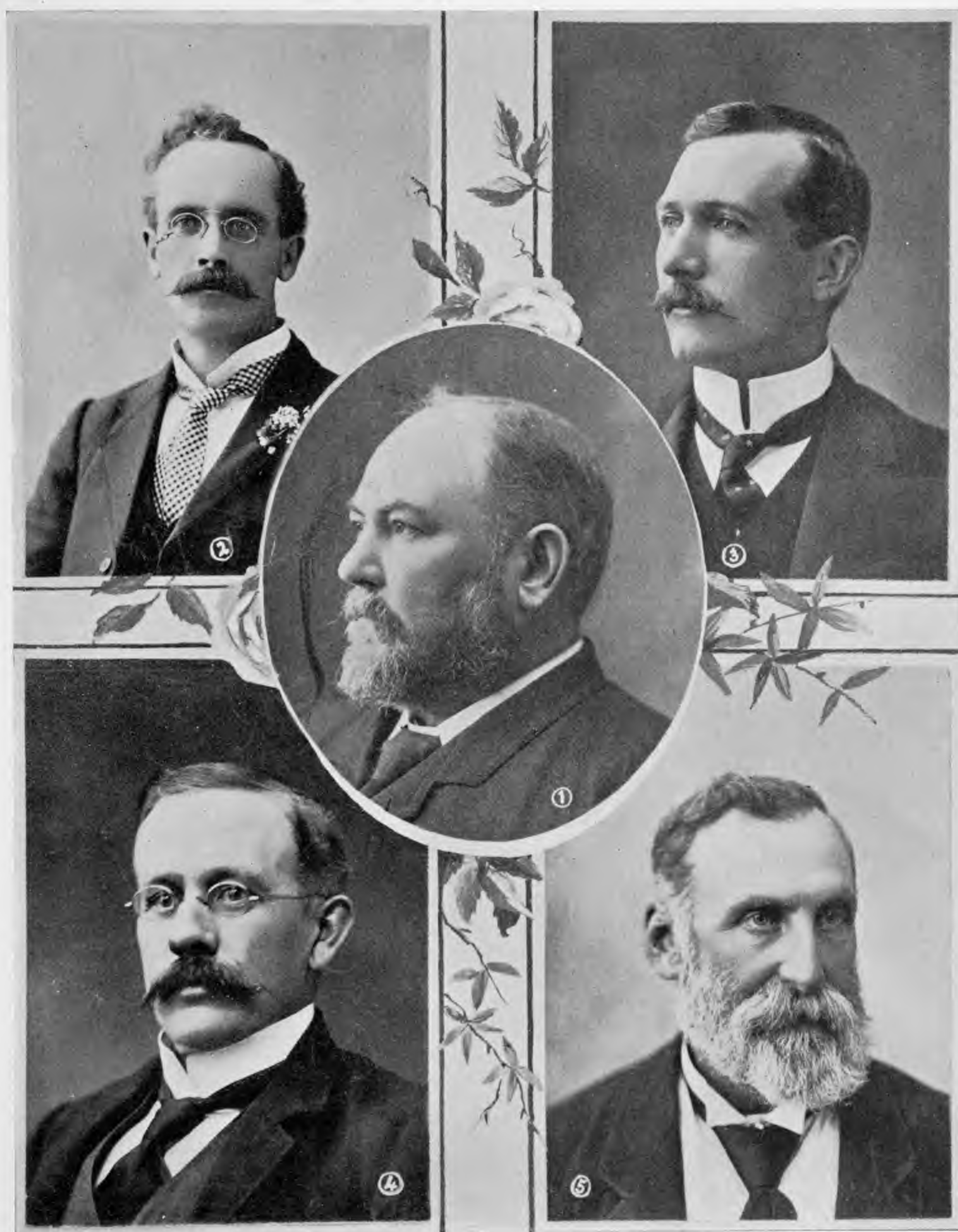




WESTRALIAN REPRESENTATIVES IN THE FIRST COMMONWEALTH PARLIAMENT.

SENATE,—1. Senator M. S. Smith. 2. Senator H. de Largie. 3. Senator E. A. Harney. 4. Senator N. K. Ewing.  
5. Senator A. P. Matheson. 6. Senator G. F. Pearce.





WESTRALIAN REPRESENTATIVES IN THE FIRST COMMONWEALTH PARLIAMENT.

HOUSE OF REPRESENTATIVES.—1. The Right Hon Sir John Forrest, P.C., G.C.M.G., M.H.R., &c. 2. J. M. Fowler, M.H.R.  
3. J. W. Kirwan, M.H.R. 4. H. Mahon, M.H.R. 5. E. Solomon, M.H.R.



row, and, after a two years' tour of the world, set up in business in London. The gold discoveries in Western Australia attracted him hither in 1895, in which year he commenced business at Coolgardie, subsequently opening branches at other goldfields centres. In 1897, he was returned at the head of the poll as one of the three members of the Legislative Council for the North-East Province. In January, 1899, he was nominated as a member of the Federal Council of Australasia, and attended the meetings of that body in Melbourne. On his return to Western Australia he advocated the cause of Federation until the referendum set the question at rest in 1900. With a total of 14,728 votes, he was returned second on the poll to represent Western Australia in the Senate of the Commonwealth.

SENATOR GEORGE F. PEARCE was born at Mount Barker, South Australia, on January 14, 1870. He started to earn his living at the age of eleven years, having been apprenticed to the carpentering trade. He was one of the organisers of the Petersburg branch of the Labour party, and held various offices therein. Depression in South Australia forced his attention to Western Australia, where Responsible Government had just been proclaimed, and a vigorous public works policy adopted. Arriving here in April, 1892, he joined the Perth branch of the Amalgamated Society of Carpenters and Joiners, of which he has since continued an active member, filling various offices during that period. With others, he at once threw himself, heart and soul, into the work of organising the various trades in Perth and Fremantle, and subsequently solidifying them into the United Trades and Labour Council, occupying the chair at the initial meeting. Bayley's discoveries gave him the gold fever, and he did six months' unsuccessful prospecting on the fields. While in Coolgardie he took the initiatory steps towards organising the carpenters there. Returning to Perth, he again identified himself with the labour movement. He was unanimously elected to preside at the Trades and Labour Congress held in Perth in August, 1900, at which upwards of 10,000 unionists were represented. During the Federal campaign he took an active part in the agitation for the "Bill to the People." His energy also found vent in a persistent advocacy of the Compulsory Arbitration Act.

Senator Pearce, who was the candidate selected by the coastal trade unions as one of the two to contest the Senatorial Election in the Labour interest, was returned third on the poll, with 13,109 votes.

SENATOR HUGH DE LARGIE was born in the small mining town of Airdrin, Scotland, where, at the early age of ten, he went to work underground. He became an active member of the Lanarkshire Miners' Union, and was a member of Cunningham Graham's committee when the leader of the Scottish Labour Party was elected to represent North-West Lanarkshire in Parliament. In 1887, he arrived in Queensland, and, after a residence of some years there, removed to New South Wales. During the General Elections of 1893 and of 1895 in the

latter colony, he was in Newcastle, and took an active interest in assisting to return Labour members. Senator De Largie was a prominent figure in labour circles on the West Australian goldfields during his residence there. He was selected by the party in this State as one of the two Labour candidates for the Senate at the first Federal Elections in March, 1901. He was successful, having been returned fourth on the poll, with a total of 12,648 votes.

SENATOR EDWARD AUGUSTUS HARNEY, B.L., was born in Dublin, Ireland, on August 31, 1865. He commenced his educational career at St. Vincent's College, Castlebrook, and then went to the Jesuit College at Clongowee's Wood, County Kildare. He studied law at Trinity College, Dublin, and at King's Inns, in the same city, and, having "eaten his dinners" and passed the necessary examinations, was called to the Bar in the Trinity Term of 1892. During his career as a law student he obtained many distinctions, including two gold and one silver medals and a studentship prize at King's Inns. Soon after being admitted to the Bar, he joined the Leinster Circuit, and rapidly attained a good practice. Early in 1896, he came to Western Australia on a visit to his brother in Coolgardie, but ultimately determined on remaining in the State. He was called to the West Australian Bar in 1897. In this State the professions are amalgamated, and accordingly Mr. Harney joined in partnership with his brother in the firm now known as Harney and Harney. Before he was called to the West Australian Bar, Mr. Harney contested the Dundas seat at the May Elections in 1897. He was then almost a total stranger in the colony, and had never visited the particular district until about a fortnight before the elections. The seat was secured by Mr. Conolly, the local candidate. Although Mr. Harney has several times since been requested to contest seats for the local Parliament, he has always declined. Notwithstanding this, however, he has taken a deep interest in politics, and was one of the most prominent speakers in the Federal campaign. When Federation had been accomplished, Mr. Harney at once came forward and offered himself as a candidate for the Federal Senate. He then, in conjunction with a few others, promoted the Free Trade League, which played such a prominent part in the Federal Elections. Throughout the campaign no one more openly or more unreservedly advocated Free Trade than Mr. Harney, and when Sir John Forrest entered upon the fight for the Protectionists by an important speech in the Perth Town Hall, Mr. Harney was called upon by the Free Trade League to reply to him. The elections were held on March 29, 1901, and Mr. Harney, with a total of 11,475 votes, was returned fifth on the poll as one of the representatives of this State in the Federal Senate.

SENATOR NORMAN K. EWING was born at Wollongong, on the south coast of New South Wales, of which district his father (a Church of England clergyman) was rural dean. Having been educated at Illawarra College, Wollongong, and at "Oak-

lands," Mittagong, he matriculated at the Sydney University at the age of seventeen. In due course he passed from the University to the office of Mr. A. H. Fitzhardinge, solicitor, to whom he was articled. His course as an articled clerk having come to a close, he started practice at Murwillumbah, on the Tweed River, New South Wales. Abandoning his practice on the northern river, he came to Perth five years ago, and, being admitted to the West Australian Bar, entered into the practice of his profession in this State. Subsequently he took in as a partner Mr. H. P. Downing, the firm from that date being known as Ewing and Downing. Twelve months after his arrival in Western Australia, he contested the seat for the Swan in the Legislative Assembly, and was elected. He offered himself as a candidate for the Federal Senate at the Commonwealth Elections held on March 29, 1901, and was returned sixth on the poll as a representative of this State, with a total of 11,037 votes.

THE RT. HON. SIR JOHN FORREST, M.H.R., G.C.M.G., P.C., whose biographical sketch is given elsewhere in this work, under the heading of "Biographies of First Ministers," was elected unopposed to represent the Swan constituency in the House of Representatives on March 29, 1901. On the formation of the first Federal Ministry by the Prime Minister of the Commonwealth (the Right Hon. Edmund Barton), he was appointed to the office of Postmaster-General. On the death of the Minister of Defence (Sir James Dickson, of Queensland), that portfolio was offered to and accepted by Sir John Forrest, who thereupon resigned his position as Postmaster-General.

J. M. FOWLER, M.H.R., is a native of Strathaven, in the Valley of the Clyde, Scotland. He received the rudiments of his education in that town, and subsequently went to Glasgow, where he entered the university. After studying there for three years, he shaped a course in the direction of commercial life, which was different from that which his parents intended he should take. In 1890, Mr. Fowler sailed from England, and he arrived in Melbourne in time to be a witness of the collapse of the days of the boom. Gold-mining life attracted him, and he proceeded to the north-east of Victoria, where he spent some months in prospecting, until the reports of the Murchison goldfield induced him to try his luck in this State in 1891. He returned to Victoria, and again entered into commercial life, but desiring to tempt fortune once more, he returned to Western Australia when the great discoveries were being made on the eastern goldfields. On this occasion, Mr. Fowler and his companion brought over from Victoria a hand-cart, which they dragged from Southern Cross to Coolgardie, with all their worldly effects. From Coolgardie they continued to plod their way on to Menzies, and to Mount Ida, seventy miles beyond, but had no luck. Again he returned to Victoria, but once more came back to Western Australia for the third time in March, 1898. Mr. Fowler has throughout his peregrinations been a





#### THE FIRST FEDERAL MINISTRY OF THE COMMONWEALTH PARLIAMENT.

1. The Right Hon. Edmund Barton, P.C., K.C., M.P., Prime Minister. 2. The Hon. J. G. Drake, M.P. 3. The Hon. Sir W. J. Lyne, K.C.M.G., M.P. 4. The Rt. Hon. Sir George Turner, P.C., K.C.M.G., M.P. 5. The Hon. Alfred Deakin, M.P. 6. The Rt. Hon. Sir John Forrest, P.C., G.C.M.G., M.P. 7. The Rt. Hon. C. C. Kingston, P.C., M.P. 8. The Hon. Sir P. O. Fysh, K.C.M.G., M.P.  
The Hon. R. E. O'Connor, K.C., represents the Ministry (without portfolio) in the Senate.





HIS EXCELLENCY THE EARL OF HOPETOUN,  
First Governor-General of the Commonwealth.





H.R.H. THE DUKE OF CORNWALL AND YORK.



keen political student. He was reared in a hotbed of radicalism, where the people displayed great interest in politics. He has been somewhat of a journalistic free lance, his contributions having found a place in English and American magazines, while locally his work in this direction is not altogether unknown. He was returned to the House of Representatives by the Perth electorate at the first Federal elections held in March, 1901.

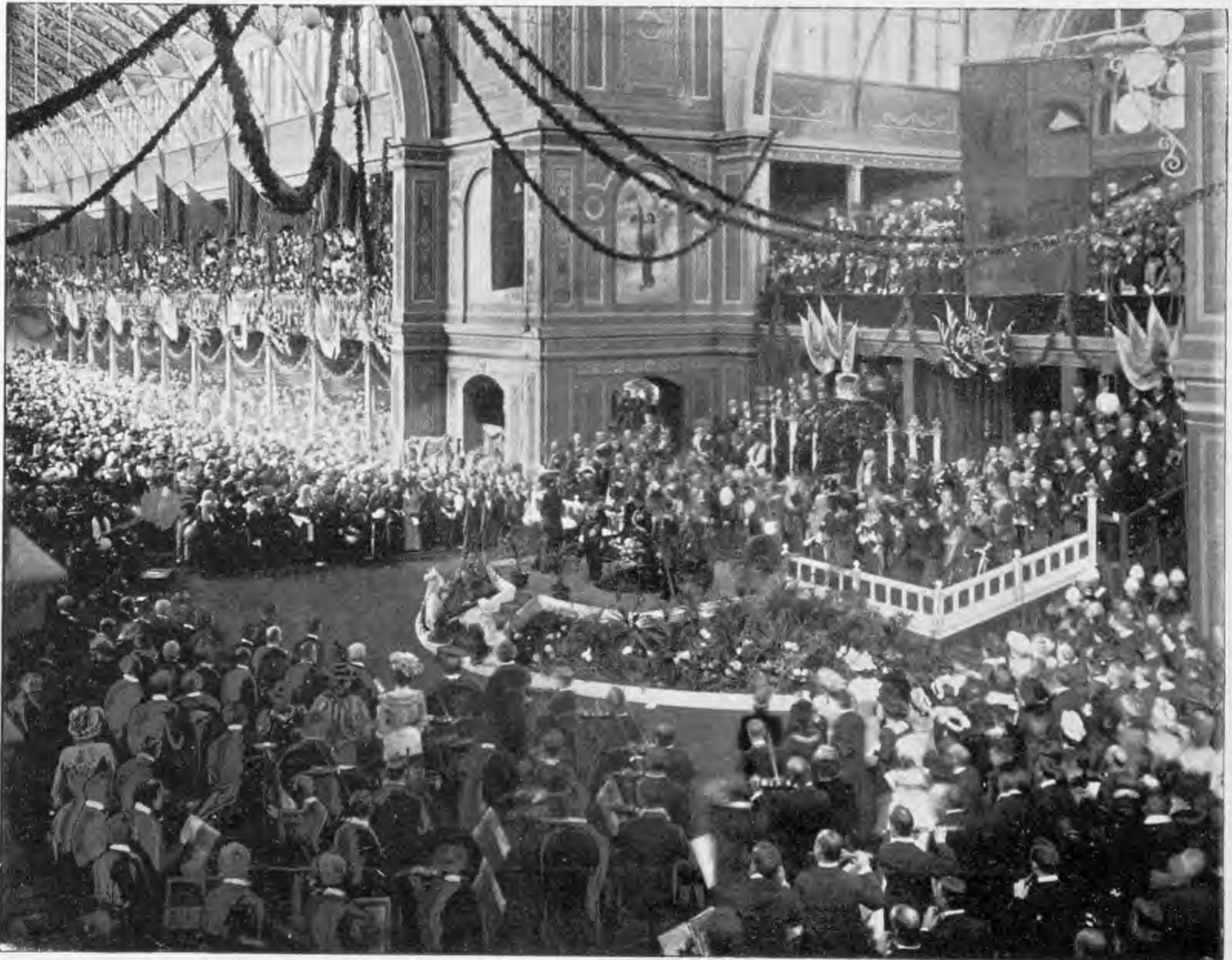
**JOHN WATERS KIRWAN, M.H.R.**, who was returned to the Federal House of Representatives for the Kalgoorlie electorate, is a member of a well-known County Galway (Ireland) family. He was born a little more than thirty years ago, and came to Australia in 1889. Almost immediately after his arrival he secured a position on the Brisbane "Courier," doing some Parliamentary work. Subsequently he was on the staff of the now defunct Melbourne "Daily Telegraph." After filling the editorial chair of various provincial journals in different States, he went to Kalgoorlie at the end

of 1895, and subsequently took the editorship of the Kalgoorlie "Miner," which position he occupied until his election to the Federal Parliament. In 1898 Mr. Kirwan made his first appearance as a Parliamentary candidate, when he contested the election for a representative for the goldfields in the Legislative Council. He was on that occasion beaten by ninety votes.

He has always taken great interest in the Federal movement, and was amongst those who worked hard in connection with the "Bill to the People" petition. When that petition was refused, Mr. Kirwan strongly advocated the starting of the "Separation for Federation" movement. At the Coolgardie conference on December 15, 1899, when the Reform League was established, he was elected on the Provincial Executive Committee which drafted the famous manifesto and prepared a petition to the Queen. He successfully contested the Federal Election for the constituency of Kalgoorlie.

**HUGH MAHON, M.H.R.**, native of Ireland, was educated in the National

and Christian Brothers' schools there. When seventeen he became a journalist, and five years later was publisher of a paper at New Ross, Co. Wexford. This was in 1881, during the stirring years of the Nationalist movement, led by the late Charles Stewart Parnell. Towards the autumn of the same year the movement assumed dimensions calling for Government suppression. Accordingly the ordinary law was suspended, the Chief Secretary of the day (the late Right Hon. W. E. Forster) issuing warrants in blank, which the police were authorised to fill in and execute. The persons arrested under this process were not charged with any offence, neither were they brought before a magistrate. Mr. Parnell was arrested in October, 1881, and Mr. Mahon, together with over one hundred others, a week later, followed the Irish leader to Kilmainham Gaol. After some four months' detention, Mr. Mahon's health gave way, and he was released. Shortly afterwards he sailed for Australia, arriving on May 21, 1882, and on the same day, nineteen years later, he was sworn in as a Member of the Federal Parliament. Mr. Mahon spent some ten years



**H.R.H. THE DUKE OF CORNWALL AND YORK OPENING THE FIRST COMMONWEALTH PARLIAMENT, MELBOURNE, MAY 9th, 1901.**



## The Royal Visit.

in New South Wales, his connection being chiefly with the Sydney press. In 1895 he accepted the editorship of the "Courier" and "Golden Age" at Coolgardie; and later on in the same year established a paper at Menzies, where he was elected a member of the first Municipal Council. In 1897 he contested the North Coolgardie seat in the Legislative Assembly, being defeated by the present Minister for Mines (Mr. H. Gregory) by sixty votes. Subsequently, Mr. Mahon became chairman of the first Roads Board established in North Coolgardie, and was appointed a J.P. He has resided in Kalgoorlie since 1899. Mr. Mahon has the distinction of representing the largest constituency in the Commonwealth, the electorate of Coolgardie being slightly larger than the entire colony of Queensland.

ELIAS SOLOMON, M.H.R., was born in London on September 2, 1839, and was brought out the following year by his parents, who landed at Adelaide in 1840. Mr. Solomon came to Western Australia in 1868, in the brig "Eliza Blanche." Shortly after his arrival at Fremantle he commenced business with his two nephews as auctioneers and general merchants. Subsequently he took the management of Mr. Lionel Samson's business in Cliff-street, and after remaining in that position for some time, he joined the late Mr. Manning as a partner. In 1888, he started in business at Fremantle on his own account, and was then joined by Mr. J. Bishop. Mr. Solomon first entered the Fremantle Municipal Council in 1877, and was elected to Parliament in 1892. At both the subsequent elections in 1894 and 1897 he was again returned without opposition as representative of the Fremantle constituency, and held his seat until he retired from Parliament in 1900 in order to become a candidate for a seat in the Commonwealth Parliament. His candidature was successful, and he was returned to the House of Representatives by the electors of the Fremantle constituency. He was first elected Mayor in 1889, and occupied the Mayoral chair for three years consecutively. He was again elected Mayor in 1896, and held the position until 1898, when he retired in consequence of the effluxion of time. On his return to the colony in 1900, Mr. Solomon was again elected to the Mayoral chair at Fremantle, this being the eighth year that he had occupied the chair. Besides his offices in the Municipal Council and in Parliament, Mr. Solomon has occupied many other positions. He is the president of the Fremantle Literary Institute, chairman of the Cemetery Board, vice-chairman of the Hospital House Committee and Board of Management, Consular Agent for Italy, president of the Fremantle Hebrew congregation, member of the Technical School Board, member of the Fremantle Building Society, member of the Board of the Colonial Mutual Fire Insurance Company, and other positions of a social and semi-public character.

The arrival at Fremantle of the royal visitors had long been looked forward to by the people of Western Australia, who were anxious to welcome to their shores the King's son and his consort. It was determined by all that the greeting given the Duke and Duchess of Cornwall and York should be as hearty as that received by them in other parts of Australasia; and in no part of the States had greater preparations been made than in Perth and Fremantle. The only fear in the minds of the people was—it being the middle of winter—that the weather might prove unpropitious. But when early on the long-expected Saturday, July 20, many of the Fremantle residents made their way to the South Quay to catch the first glimpse of the royal yacht "Ophir," they congratulated themselves on the very promising outlook. Every preparation had been made. The overhead bridge leading to the quay, the quay itself, and the mail-boat platform were one mass of vari-coloured bunting and evergreens, while long rows of Venetian masts, covered with streamers of red, white, and blue, and entwined with festoons, added to the picturesqueness of the scene. The harbour also presented a gay appearance, the numerous vessels having been decorated in a manner worthy of the occasion. Unfortunately the people of Perth and Fremantle were doomed to disappointment. Though Saturday was the forerunner of a week of sunshine unequalled in spring in any other part of the world, the elements had previously been at war, especially on the southern coast. After passing Breaksea, the sea and wind began to rise, and the glass fell very low. A course was steered well out to sea, but when 186 miles out from Breaksea it was determined to save the Duchess and ladies of the party the discomforts of a rough passage. Accordingly, accompanied by the "Royal Arthur," the "Ophir" turned and ran into King George's Sound, where the cruisers "Juno" and "St. George" were already at anchor. The contretemps thus gave Albany an opportunity of welcoming the royal visitors.

Immediately a special train was despatched from Perth, and in an incredibly short space of time the whole length of railway from Albany, 340 miles, was efficiently patrolled. The train with the royal party arrived at midnight on Sunday. Next morning the streets of Perth were thronged with vast crowds of people from all parts of the State, who had assembled to do honour to the royal visitors. Having driven from Government House to the central railway station, Their Royal Highnesses, escorted by mounted infantry, proceeded amid the hearty cheering of the populace through the main streets of the city, which were spanned by numerous beautiful arches of elegant design. Every building was decorated with bunting and designs of tasteful description, while innumerable flags spread their folds to the breeze in every direction. The streets

were lined with soldiers and guarded by barriers, behind which the people thronged in multitudes, while every balcony and point of vantage was crowded. The royal party, having been welcomed by the Mayor (Mr. S. H. Parker, K.C.), at the Citizens' Arch, took their seats upon the pavilion erected for them, and from that position viewed the passing of the Friendly Societies' and Chinese processions. The weather was splendid.

Although the stay of their Royal Highnesses was practically limited to four days, there were crowded into it quite a number of important functions. On the Tuesday morning a levee was held at Government House, being attended by fully 1,200 gentlemen, with each of whom the Duke shook hands. This was followed by the presentation of addresses from some twenty-one public bodies, among them being the Legislative Council and Legislative Assembly of the State, the President and members of the Royal Reception Committee, the United municipalities of Western Australia, the Mayor and Aldermen of the city of Perth, the Mayor and Aldermen of the town of Fremantle, the Bishop, clergy, and laity of the Anglican Church, the Presbyterian Church, the Wesleyan Methodist Church, the Congregational Union, the Jewish Church, the Grand Lodge of Western Australia, the Grand Lodge of Scottish Freemasons of Western Australia, the Welsh residents, the German residents, His Majesty's Indian subjects in Western Australia, the Afghan residents, the Chinese residents, and others. In replying to the addresses, the Duke warmly eulogised the services of the West Australians in South Africa, and on behalf of the Duchess and himself expressed admiration of the effective and artistic manner in which the capital had been decorated in their honour. In addition, the Heir Apparent was presented with a beautiful casket made of local woods, and intended to contain the "Twentieth Century Impressions of Western Australia." The presentation was made by Dr. Riley, the Anglican Bishop of Perth, who was accompanied by the Hon. F. H. Piessé, M.L.A., and the Mayors of Perth and Fremantle. In the afternoon, the Royal party drove to Perth Park, where the Duke laid the foundation stone of the memorial to the soldiers who have fallen in South Africa. Immediately after this ceremonial, His Royal Highness presented the war medals to those who had returned from service in South Africa, and held a review of the local forces—this proving a brilliant spectacle. During the afternoon, he also performed the ceremony of re-naming the park, which henceforth will be known as the King's Park, while he also bestowed the name of Victoria Drive upon the principal carriage-way. A pleasing feature of the proceedings was the singing of the National Anthem and "Rule Britannia" by a choir of 6,000 children. The second day of the celebrations was fittingly terminated by the holding of a civic reception and State concert in the evening. From both the musical and the social points of view, the concert was a distinct success, while the spectacular effect was extremely striking by reason of the brilliant colouring imparted by the military, naval, and official uniforms, freely interspersed among the evening costumes of the ladies. One of the most impressive





THE ROYAL PARTY AT GOVERNMENT HOUSE, PERTH.

functions took place on the Wednesday morning, when their Royal Highnesses attended a special service in St. George's Cathedral, the chief feature being the unveiling of a brass tablet in memory of the soldiers who have fallen in South Africa. The West Australians who had returned from the war were present, and contributed in no small degree to the martial solemnity of the occasion. The names of the heroes whose names are inscribed on the tablet, and who will thus honourably go down to posterity, are Major H. G. Moor, Lieut. G. H. Hensman, Lieut. A. A. Forrest, Lieut. S. S. Reid, Sergeant F. F. Edwards, Corporals G. N. Bishop and W. F. Bollinger, Lance-Corporal W. Fraser, Privates M. Conway, M. W. Collett, H. Force, W. J. McPhee, T. H. Angel, E. A. Hambly, J. Roscoe, F. G. Hes, James Kay, B. Fisher, F. Page, F. T. Adams, J. Semple, H. Solomon, C. C. Clifford, G. Westcott, A. Blancke, and H. White. Another function of some importance was the laying of the foundation stone of a new east wing to the Museum, which was accomplished successfully in the presence of a large concourse of people. While at the Museum, His Royal Highness was presented with an album containing photographs of aboriginals, native curiosities and objects of interest exhibited at the institution, each picture being fully described. Leaving the Museum, the Royal party next visited the Perth Mint, and made an interested inspection of all the processes through which the precious metal has to pass before being ready for issue as coin of the realm. His Royal Highness was here made the recipient of yet another address, presented by the Chamber of Mines, together with a handsome casket, in which were numerous specimens of West Australian gold. Subsequently, the Public Library and the National Gallery received attention from the Royal visitors, who passed comment upon the

admirable character of the respective institutions. The social world of Perth came somewhat more closely into contact with the Duke and Duchess on the Wednesday afternoon, when a reception and garden party took place in the Government House grounds. Needless to say, the attendance was a large one, and, thanks to the well-nigh perfect weather, everything passed off in the most successful way possible. The chief attraction at night was the pyrotechnic display on the river, which was one of more

than ordinary magnificence. It was viewed by the Royal visitors from Government House, as well as by many thousands of an enthusiastic public crowding every possible coign of vantage. On the Thursday, the last complete day of the visitors' stay, the functions were almost wholly of a social, rather than of an official, character. In the morning, there was a juvenile display in the Government House domain, in which some 8,000 State-school children participated. A choir of 200 picked voices sang a number of part-songs, pleasing the Duke and Duchess to such an extent that the children were requested to repeat the performance. In the course of the proceedings, a deputation of girls, representing altogether 10,000 State scholars, presented the Duchess with silver models of an emu, kangaroo, swan, and dingo, with a request that they might be given to the young Princes and the little Princess in England. In the afternoon, a visit was paid to the Zoological Gardens, and much interest was taken by the Duke and Duchess in the comprehensive collection of animals, while the beauty of the surroundings came in for warm admiration. The gardens were thronged with people, by whom the utmost enthusiasm was manifested. Their Royal Highnesses expressed themselves greatly delighted with the outing, which included a short trip on what is known as the Perth Water. Subsequently a camel was presented to the Duchess by some of the Afghan residents, and this Her Royal Highness disposed of by handing it over to the authorities in charge of the gardens, so that it might be added to the collection of animals. After the usual official dinner at Government House in the evening, the Royal visitors were serenaded by the combined Liedertafels of Perth and Fremantle, under the baton of Herr Carl von Hartmann. The singing earned the warm praise of the Duke and Duchess, notwithstanding that both



STATE ARCH, ST. GEORGE'S TERRACE, PERTH.



are the keenest of critics in matters musical.

Friday, July 26, was the last day of the royal party in Perth. As 11 o'clock drew near, large crowds assembled in the vicinity of Government House, and from that point to the William-street jetty, where their Highnesses were to embark for Fremantle, there extended two unbroken lines of people who were determined to give at least one parting cheer of farewell. Amid the booming of the royal salute from the Esplanade, the procession moved out to the gates of the Domain, escorted by several bodies of mounted infantry. As the steamer "Manx Fairy" moved off to begin her journey down the Swan, the people cheered the parting guests to the echo. The weather was perfect, and as the little boat steamed down the wide and beautiful river, the lovely scenery elicited expressions of admiration from the royal party. At half-past 12, the "Manx Fairy" glided into the Fremantle harbour basin, which, with its vast number of vessels decked with bunting, and with the brave show of streamers and decorations on its wharves, presented a gay and festive appearance. Immediately the welkin rang with loud-mouthed salutes from the three British warships ("Royal Arthur," "Ringarooma," and "Phoebe"), and the Italian cruiser "Puglia." The royal party disembarked from the "Manx Fairy" on the river side, and boarded the "Ophir," which had arrived with her escort from Albany, and was lying opposite the new railway station on the South Quay. On either side of the station were stands erected by the Fremantle Celebrations Committee, which held 4,000 invited guests. Part of the stand was reserved for the accommodation of about 1,700 Sunday-school children, each of whom received a commemorative medal and flag. A large number of people also took up stations on the s.s. "Perth-



PERTH CHAMBER OF COMMERCE ARCH, BARRACK ST., PERTH.

shire," s.s. "Wollowra," and s.s. "Es-sen," which were favourably situated to obtain a view of the proceedings. The captains of these steamers collected a certain sum for the privilege, and in this way realised a considerable amount of money in aid of the Fremantle Public Hospital and Fremantle Sailors' Rest. Soon the "Ophir's" band struck up the National Anthem, the troops on the ships and the quay presented arms, and the Duke and Duchess appeared on the deck of their yacht. Ringing cheers burst from the throats of the 20,000

people assembled. Their Highnesses having walked down to the wharf, His Excellency the Governor presented to them the Mayor and Mayoress of Fremantle. The Mayor (Mr. L. Alexander), in turn, presented the Mayor of North Fremantle (Mr. James Pearse), the Mayor of East Fremantle (Mr. F. McDonald, M.L.A.), and the councillors and town clerk of Fremantle. There were also presented the members of the Fremantle Royal Celebrations Committee, consisting of the Mayors of Fremantle, East Fremantle, and North Fremantle, and Messrs. A. G. Leeds, E. A. Allnutt, C. Hudson, H. J. Preston, C. L. Oldham, Howard Evans, W. E. Moxon, A. D. Allan, and Councillor T. Smith, with the Rev. G. E. Wheatley as hon. secretary. This committee had worked most assiduously in the preparations, and their capabilities and energies were proved by the magnificent success of their work. This splendid result they achieved with the monetary assistance afforded by their fellow-townsmen, which was added to by a Government subsidy. Mrs. Alexander presented Her Highness with two beautiful bouquets—one on behalf of the citizens of Fremantle, and the other from the Fremantle Sailors' Rest. The guard of honour, under Major W. J. Hope, was then inspected by the Duke, and after the 1,700 children had sung the National Anthem, the Duchess was pleased to formally name the recently completed Government schools for girls, at the corner of Cantonment and Edward streets, "The Princess May Girls' School."

After a short walk along the wharf, to view the size of the harbour, the number of vessels it contained, and the beautiful effect attained by the decorations on land and sea, Their Royal Highnesses were escorted to a spot on the quay, immediately opposite the luggage-room of the new railway station. Here preparations had been made for the christening



AGRICULTURAL ARCH, BARRACK ST., PERTH.





RAILWAY ARCH, CENTRAL STATION, PERTH.

of the main quay on the south bank of the river. A pile-head prepared, as if ready for driving purposes, had been placed on the decking of the wharf, and around this was built a small dais, which was surmounted by a neatly constructed pavilion. On the dais and alongside the pile-head was stationed a neat imitation of a pile-driving plant. The framework extended to a height of about six feet, and it was made of light pieces of timber and painted white. For a "monkey" a large bottle of champagne was provided, and this was suspended from a pulley on top by a cord. One end of the latter was tied to a corner-post of the pavilion, and the act of christening consisted mainly in severing the cord and allowing the bottle of golden liquor to break in the pile below. Mr. W. E. Moxon, a member of the Fremantle Royal Celebrations Committee, was entrusted with the duty of requesting Her Royal Highness the Duchess to perform the interesting ceremony of bestowing upon the wharf the title of "Victoria Quay," in honour of the late Queen. He then read to the Duchess the following paper, which contained a request from the Fremantle people with regard to the christening of the wharf: "May it please your Royal Highness,—As you leave Australia, the Fremantle people have desired a token from you, that they may keep in remembrance of your visit, and it appeared to be in the fitness of things that they should ask you to leave with them another link with the country they love so well. In every member of the British Empire the name Victoria awakens profound emotions, and in asking you to bestow upon this place in Fremantle, Western Australia, the name of 'The Victoria Quay,' they desire to unite in loyal and loving reverence their thoughts with those of their kindred in other lands in perpetuating the memory of our great and good Queen.

"The heart hath its own memory like the mind, and in it are enshrined The precious keepsakes, into which are wrought The giver's loving thought. Only your love and your remembrance could give life to this dead wood, And make these branches, leafless now so long, Blossom again in song."

At the conclusion of the reading, the paper was handed to Her Royal Highness, accompanied with a pair of silver-mounted scissors, and a request that she

would cut the cord that held the champagne "monkey" in suspense. The Duchess mounted the dais and used the scissors as directed. "Three cheers for the Victoria Quay" were then called for, and the vast crowd responded with vigorous enthusiasm. After the cheering subsided, the Premier stepped upon the dais, and, addressing His Royal Highness the Duke, said: "It is the intention of the people of this State to erect a suitable memorial on this spot to commemorate this auspicious occasion."

No sooner had the Duchess re-christened the South Quay than the citizens of Fremantle, through their reception committee, presented an address of farewell to the Duke and his consort. The wharf was carpeted, and easy chairs were provided, whilst pot plants were arranged round about.

The Mayor of Fremantle said: "May it please your Royal Highnesses,—On behalf of the councillors and citizens of Fremantle, it is my privilege as well as my pleasure to welcome you to this western port of Australia, and to express the hope that your visit to this State has been one of pleasure. The local Royal Celebrations Committee have on behalf of the people of Australia, requested me to ask your kind acceptance of a farewell address, which the honorary secretary will now read to you."

The Rev. G. E. Wheatley, the honorary secretary, then read the following address, which was very prettily illuminated:—

"To their Royal Highnesses the Duke of Cornwall and York and the Duchess of Cornwall and York.—May it please Your Royal Highnesses,—We, the people of Fremantle, thank His Gracious Majesty King Edward VII. for giving us, his loyal and loving subjects, an opportunity of greeting you. We deeply appreciate the great sacrifice which Your



H.R.H. THE DUKE OF CORNWALL AND YORK LAYING THE FOUNDATION STONE OF THE MUSEUM, PERTH.



Royal Highnesses have made in visiting the distant parts of the Empire, and thus being so long separated from those who are nearest and dearest to you. We desire to embrace this opportunity, on your departure from Fremantle, the western gate of the Australian Commonwealth, to bid you, on behalf of the people of Australia, an affectionate farewell, and to breathe the prayer that God's richest blessings may be with you on your homeward journey, and in your many important duties and responsibilities. For the people of Australia. (Signed) F. McDonald, James Pearce, E. A. Allnutt, A. D. Allan, C. Hudson, T. Smith, W. E. Moxon, A. G. Leeds, Howard Evans, C. L. Oldham, H. J. Preston, L. Alexander (chairman), G. E. Wheatley (hon. sec), Fremantle Royal Celebration Committee."

The Duke replied as follows:—

"Gentlemen,—We thank you from our hearts for the kindly expressions of farewell and good wishes for our homeward journey, which the people of Fremantle have conveyed to us in the address that you have presented on their behalf.

"We take leave of Australia with feelings of the deepest thankfulness that it has been possible to carry out the proud mission entrusted to me. Our warmest sympathies will ever be with the interests and welfare of the Commonwealth, and we shall cherish with lasting gratitude the recollection of the loyalty and affection displayed towards us by its people."

The Mayoress presented the Duchess, on behalf of the town, with an album of West Australian pressed wild flowers, the arrangement of which was the work of Mrs. Haywood. Her Royal Highness thanked the donors, expressing her pleasure at receiving such a pretty gift.

The members of the reception committee and a few other prominent citizens shook hands with the Duke and Duchess in a last farewell, and the Prince and Princess proceeded on board the "Ophir," amid a salvo of ringing cheers. Whilst lunch was proceeding, the magnificent band of the "Ophir" entertained the waiting people on shore with several selections.

At 3 o'clock the "Ophir" made ready to cast off from the newly-named Victoria Quay on her outward voyage, amid the booming of the guns, the cheers of the crowd on shore, and strains of "Auld Lang Syne" from the ship's band.

As the "Ophir" began to churn up the water and to move almost imperceptibly at first from the wharf, there was a bustling movement on board the vessel, and the next moment the Royal Marines were seen flocking towards the fo'castle head. The Duke and Duchess had already ascended to the bridge, where they bowed again and again in recognition of the cheering of the vast concourse on shore. As the noble vessel slowly glided out into mid-stream, the Duke turned to the Royal Marines and in clear

and distinct tones said, "Give three cheers for Australia." The heartiness of the response was unmistakable. "One cheer more," called His Royal Highness, and again a loud shout of acclamation split the air. The spectacle that presented itself on shore was a waving sea of handkerchiefs and hats, whose owners cheered to the echo. "Three cheers for Their Royal Highnesses," exclaimed Sir Arthur Lawley, and the great concourse, though becoming hoarse by this time, again rose to the occasion. His Excellency the Governor next called for three cheers for "Their Majesties the King and Queen," and the multitude roused itself for another effort. The "Ophir" band struck up "Rule Britannia," and, carried away by the inspiring sentiment of the music, the crowd let itself go in another burst of enthusiasm, which continued until the steamer was well on her way down the harbour.

As the royal yacht steamed out of the river, between the north and south moles, farewell cheers went up from numbers of people who had congregated on the moles. The "Ophir" was followed out of the harbour by quite a fleet of launches and small craft. The royal yacht stopped out in Gage Roads while the harbour-master (Captain Russell), who had piloted the "Ophir" out of the river, was disembarked into the Government launch. As soon as that was accomplished, the "Ophir" went ahead, followed some miles towards Rottnest by the tug "Awhina" and the launch "Reliance," which were laden with passengers anxious to have a last glimpse of the "Ophir." About half an hour after the departure of the "Ophir" her escort, H.M.S. "Royal Arthur," steamed into Gage Roads from the river, and set her course after her. As the flagship passed the two launches, some miles distant from Fremantle, she dipped her ensign, a courtesy quickly observed on the small vessels, and promptly responded to. The launches then returned to the river, the "Ophir" and "Royal Arthur" quickly disappearing on the horizon.

Before their departure, their Royal Highnesses received a despatch from Lord Hopetoun, bidding them farewell on behalf of the Commonwealth, and to this a reply, conveying the heartfelt thanks of himself and consort, was forwarded by the Duke. The Premier of Western Australia, Mr. George Leake, forwarded a telegram on the same day to the Prime Minister, Mr. Barton, informing him of the high appreciation expressed by Their Royal Highnesses of the receptions accorded them, not only in this State, but in all the States of the Commonwealth and in New Zealand. Thus closed happily, with sincere expressions of regret on both sides, the visit of the royal guests to Australasia—a visit which did much to draw yet more closely the strong ties of affection which existed between Great Britain and her off-shoots in the Southern Hemisphere; and this visit, which had been undertaken at the express wish of the late Queen, admirably answered its purpose, as it aroused an intense patriotic sentiment, the exemplification of which must have made a pleasant and lasting impression on the minds of the Duke and Duchess.

## Exploration.

A RECORD RESEARCH.

Set your face toward the darkness—tell of deserts  
weird and wide,  
Where unshaken woods are huddled and low languid  
waters glide;  
Turn and tell of deserts lonely, lying pathless, deep  
and vast,  
Where in utter silence ever Time seems slowly  
breathing past,  
Silence only broken when the sun is flecked with  
cloudy bars,  
Or when tropic squalls come hurtling underneath  
the sultry stars.

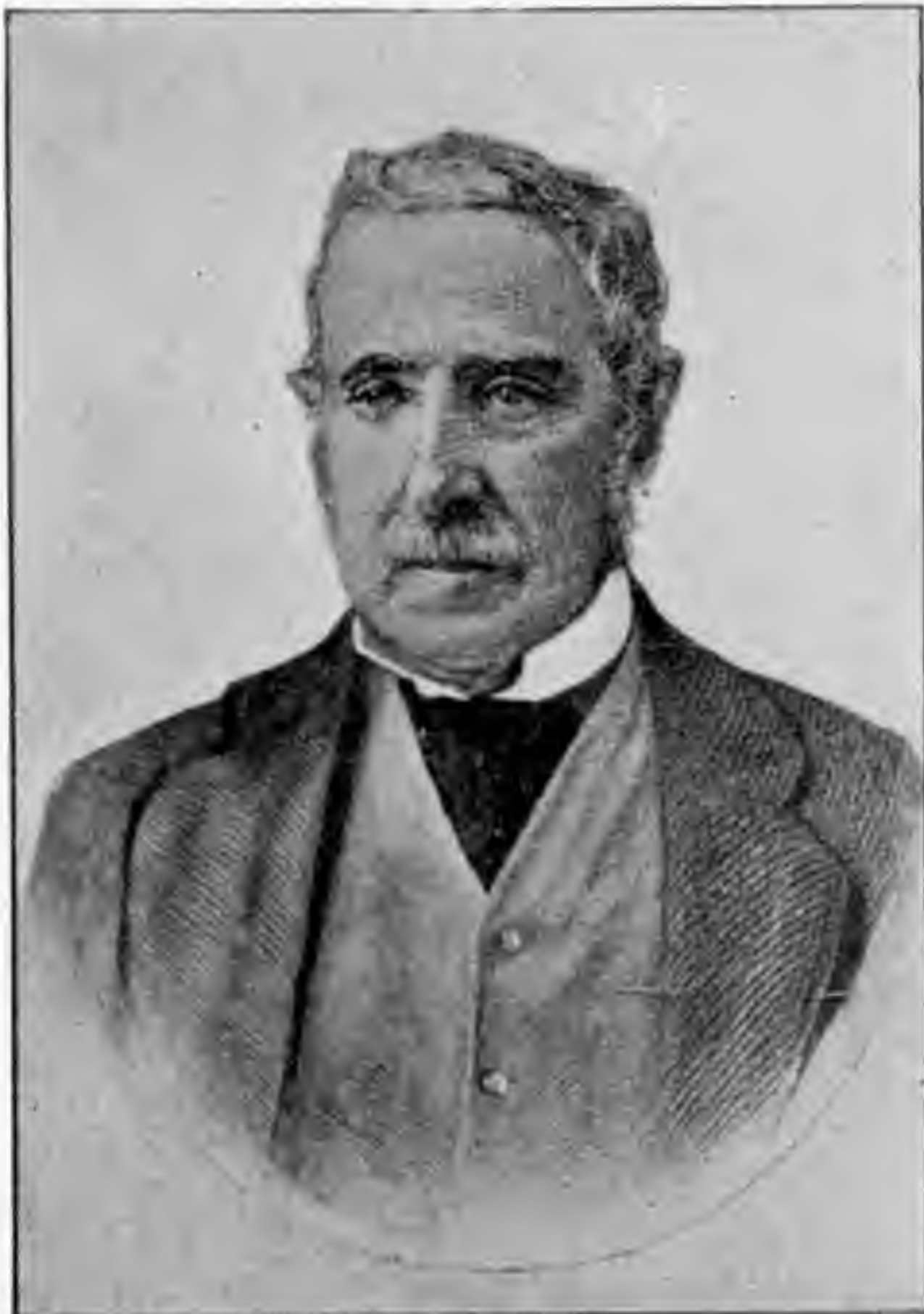
—KENDALL.

A history of the exploration of Western Australia is a record of the brave deeds of heroic men. The explorers of our vast territory carried out their self-imposed attempts to search the hidden secrets of the interior with a persistency and courage that must win our highest admiration and respect. The quiet and grim determination with which some of the explorers returned again and again to attack the obstacles placed by Nature to their advance marks them as men cast in an heroic mould. At the head of their little parties they struck into the unknown wilderness, and hidden from the eyes of their fellow-men plodded their uncomplaining way over the wide-spreading deserts that lay before them. Hardships and privations untold were silently borne, and when at length they were, as often happened, beaten back without discovering what lay beyond those burning plains, they returned again to the attack with hearts as buoyant as before. To some there came the great joy of realisation, when, bursting through every obstacle that inhospitable country offered, they found themselves in fertile lands and knew that they had added another territory to the vast colony to which they belonged.

The early colonists did not long remain content with the knowledge they possessed of the comparatively small area of fertile country on which they had settled. They burned with a restless curiosity to know what lay beyond their range of vision; and accordingly settlers who landed in 1829 had not long arrived when some of the more hardy of the pioneers ventured forth to spy out the surrounding country. In addition to short exploratory trips made by Mr. Collie, Lieut. Preston, Dr. J. B. Wilson, Governor Stirling, Captain Currie, Ensign R. Dale, Lieut. Erskine, J. G. Bussell, Collier, Whitfield, Bunbury, and G. F. Moore, by means of which additional areas, fitted for both pasture and agriculture, were discovered, Captain Bannister travelled overland from the new settlement at Perth to the old one at King George's Sound, passing through much good country on his journey. The Surveyor-General, Lieut. J. S. Roe, R.N., was foremost in all these early endeavours to extend the knowledge possessed by the settlers of the land of their adoption. In 1830, he led an expedition to explore the vicinity of Cape Naturaliste, Point Leschenault, and



between the Collie and Preston rivers; while in 1836 he made an attempt to discover the nature of the country lying east of Perth, and penetrated as far as Lake Brown, near the western boundary of the present Yilgarn goldfield, discovering many of the salt lakes that form a feature of the tableland of the interior. In the beginning of this year, Mr. G. F. Moore, who had previously traced the Swan to its junction with the Avon, discovered the Moore River, and later, in 1836, in company with Messrs. Peter Brown and G. Leake, opened up a new tract of grazing and agricultural land to the eastward and northward of Northam. In the following year (1837) an attempt was made to open the country further afield by Lieut. Grey, afterwards Sir George Grey, who governed South Australia in her early days, and later on ruled over New Zealand, and who, as Governor of Cape Colony, ably



SIR GEORGE GREY.

distinguished himself. Lieut. Grey came from England with a determination to make an attempt to verify the existence or otherwise of a large river supposed by Dampier and by King to find its way into the sea at Dampier Archipelago, and by which access to the interior of Australia might be obtained. He sailed for the north, and landed at Hanover Bay, near the mouth of the Prince Regent. His vessel, the "Lynher," then sailed for Timor Island, and on January 17, 1838, returned with twenty-six half-broken Timor ponies. With these, and with a few sheep and goats, Grey and his party struck inland. Here Grey was wounded in a collision with the natives. After his recovery, the party discovered and named the Glenelg River. The party then sailed for the Isle of France. In 1839, he again visited the Swan River Settlement, and set out northward. He landed at Bernier Island, near Shark's Bay, with three whaleboats, with the intention of trying to make his way along the coast. When the American whaling ship that had landed his party sailed away, he

discovered there was no fresh water on the island. At a first attempt to embark one of the boats was smashed and nearly half a ton of stores lost. The party went over to the mainland, and having there found fresh water, they entered the boats, and, coasting to the northward, discovered the mouth of a river which Grey named the Gascoyne. Having gone up the stream and examined the country, which was found to be fertile, he returned to the coast, and after venturing some distance further to the northward, decided to return. The party turned southwards, and, reaching Bernier Island, found that the provisions they had placed there in reserve had been totally destroyed, the sea having reached them during a storm. Proceeding southwards, they lost their two remaining boats in an attempt to land at Gantheaume Bay, and were then compelled to start on foot for the Swan, a distance of 300 miles, over unknown country. Having struggled on, suffering most severely from hunger, it was decided to divide the party into two. Grey pushed on, and finally reached Perth. Here some of the residents, with Surveyor-General Roe at their head, immediately went in search of the missing men, and succeeded in rescuing all but Frederick Smith, who had succumbed to the privations the party had undergone. In their disastrous journey south Grey and his party had crossed over and named the Murchison, Hutt, Brown, Buller, Chapman, Greenough, Irwin, and Arrowsmith rivers. As a result of Grey's reports, Mr. G. F. Moore was sent to examine a portion of the coastal districts in the vicinity of the bay, which was afterwards visited by Captain Stokes, and named after his schooner, the *Champion*. Mr. Moore's report was favourable, and, as we know, the district embraces some of the most fertile land in Western Australia. It was owing also to Grey's account of the locality that further attempts at discovery and settlement were later made in the vicinity of the Gascoyne.

During the years 1839 and 1840, the Vasse district, to the south, and also the northern coastal district, between Perth and Champion Bay, were further examined, and the settlers gradually acquired a knowledge of the country. In 1841, Mr. William N. Clarke, who had made an expedition in a whaleboat from Albany to Deep River, Nornalup Inlet, and Point d'Entrecasteaux, reported the discovery of immense forests of jarrah and karri. During this year, Eyre, who had failed the year before to pass Lake Torrens, in an attempt to find a practicable stock route across Central Australia, started from Fowler's Bay, in South Australia, with one companion, Baxter, and a black boy named Wylie, to travel along the coast to King George's Sound, which place he reached after suffering unheard-of hardships, his companion, Baxter, having on the journey been murdered by two natives who were accompanying the party. Owing to the hardships he had endured, and the straits to which he was reduced, it is improbable that Eyre could have succeeded but for the happy chance of meeting, four months after his departure from Fowler's Bay, the French whaling ship "Mississippi," which he sighted from

one of the cliffs. Strengthened by the food given to him, and with a supply of clothing, Eyre and his faithful black boy, Wylie, struggled on. After twenty-three days' journeying, from the time they had sighted the ship, they reached Albany.

In 1846, the Gregory brothers, A. C., Frank T., and Charles, whose names are deservedly placed high on the list of Australian explorers, started on an investigation of the interior in search of suitable pasture lands. Leaving Bolgart Springs, the furthest stock station to the eastward, they traversed country to the north-east, abounding in salt lakes, until they reached within a comparatively short distance of the site of the present North Coolgardie goldfields town, Menzies, when they turned away to the westward to examine some of the streams crossed by Grey in his



EDWARD JOHN EYRE.

expedition to Perth from Shark's Bay. At the head of one of them, the *Arrow-smith*, they found seams of coal. On September 14, 1848, Surveyor-General Roe again set out on an expedition into the interior. He left York with six men and twelve horses, with the intention of discovering the nature of the country to the eastward. After proceeding some distance, the continuous scrub and sandy plains caused him to turn southward. Upon reaching the Pallinup River, they turned eastward and crossed several good streams. Further on, they again came into dense scrub and salt lake country until they reached Bremer Range. Proceeding further eastward to the present Dundas goldfield, they turned to the coast, and reached Russell Range, after being deprived of water for three days and nights. From the top of the range nothing but scrub and desert could be seen stretching away in the distance, and the party began the return journey to Perth. They travelled parallel to the coast until about midway between Bremer Bay and King George's Sound, when they turned in a north-westerly direction, and reached Perth on February 2, 1849, having explored 1,800 miles of the colony, and discovered some portion of our great timber resources.



While Lieut. Roe was on his journey eastward, A. C. Gregory led a party northward to prove the quality of the country around the Gascoyne River, reported by Grey. Passing a little to the east of the present Dongarra, he proceeded along the coast of the Champion Bay district. This country was favourably reported on by him on his return, thus confirming Grey's opinion of the district. He did not succeed in penetrating to the Gascoyne, and having attained a distance of about 250 miles from Perth, he returned to the Murchison River. He traced the river up and down for some distance, and on his return to Perth in November reported that in that locality he had made a discovery of galena. To examine this reported discovery, Governor Fitzgerald, accompanied by Gregory, Bland, and three soldiers, set out for the locality of the new mineral find. During these investigations, the name was given to the Geraldine mine. On the return from the locality of Champion Bay, they were followed by the natives, who speared the Governor through the leg.

The next serious attempt at exploration was made in 1854, when Mr. Robert Austin, the Assistant Surveyor-General, was placed in charge of a party to search for pastoral and agricultural lands to the north and east of the settled districts. Owing to the gold discoveries on the eastern side of the continent, he was instructed also to search for auriferous deposits. Starting from the vicinity of Northam, he proceeded in a north-easterly direction. Passing a large dry salt lake, which was named Cowcowing, the party traversed a considerable portion of wretched salt marsh country. Some of the horses having died from eating a poisonous plant, Austin steered a north-westerly direction for the purpose of reaching Shark's Bay, where a vessel had been appointed to meet him. He reached Mt. Magnet, and, after examining the country, proceeded on his way until the Murchison River was crossed. The party struggled on in the direction of Shark's Bay, but, after enduring the greatest hardships, had to retreat to the Murchison. Following this river down, they at length, after much suffering, reached the Geraldine mine.

In 1856, A. C. Gregory, with his brother, H. C. Gregory, and Dr. Mueller, made his well-known journey in search of traces of Leichhardt—an extensive expedition so well carried out that in the opinion of Australian historians it has stamped him as possessing the highest qualifications for an explorer. He travelled from the Northern Territory of South Australia along Sturt's Creek, and explored the north-eastern portion of Western Australia as far in as the Salt Sea in latitude 20.16 S., longitude 127.31 E. He returned from this inland sea to the Victoria River and resumed his exploration of that stream. During the West Australian portion of this trip he discovered the Denison Plains, lying to the south of the present Kimberley goldfields. In 1857, Frank T. Gregory ascended the Murchison River to complete the survey of its unexamined portion, and on April 16 of the following year—a year in which much energy was shown in exploration



LEICHHARDT, STUART, AND GREGORY.

in the other colonies—he left the Geraldine mine on that river, with the intention of examining and reporting on the Gascoyne district and the upper part of the coast rivers. He followed up the Murchison for some distance, and then struck north-east, and, coming to a large channel, with a due northern course, on May 3 reached the long-sought Gascoyne. He followed it, and on May 17 reached the mouth of the river. Returning, he followed up the tributary, which he named the Lyons, till he came to the mountain, which he named Mt. Augusta. Turning south-east from this point, he crossed the tributaries of the Gascoyne and the main river itself, and reached Mt. Gould. Following the Murchison River down, he arrived at the Geraldine mine. This trip, completed in a little over two months, was a most important one, as it proved the existence of large areas of good and well-watered pastoral lands in the Gascoyne district.

While Frank Gregory was, by his reports of the newly-found country, affording much-needed encouragement to the settlers of this colony, that indefatigable explorer his brother, A. C. Gregory, was adding to the lustre of his name by his Barcoo expedition on the eastern side of the continent, undertaken to search for traces of the lost Leichhardt. In 1861, Frank Gregory was again to the fore in adding to the valuable work he had already done. He was placed in charge of an expedition organised partly by the Imperial Government, partly by the Colonial Government, and assisted by private subscriptions. The object of this expedition was to examine that part of the country which lay inland from the north-west coast. The party left Perth in the "Dolphin" and landed at Nicol Bay on May 25, 1861. Having discovered the Fortescue River, they followed it up with some difficulty; and, after crossing the Hamersley Range, they struck the Ashburton. Returning to the coast, they travelled

eastward, and found the Yule River. Further on they crossed the Shaw; and, still pushing to the east, they penetrated a good distance into the tableland, where good grass and springs were found. On August 26 the De Grey was discovered. Crossing an immense plain, they came upon a river which they named the Oakover, and following a tributary of this stream to the east came to a small range. To the eastward of this Gregory found himself confronted with the desert. He made an attempt to cross, but was compelled to retreat, and, turning again to the Oakover, he followed it down until, on September 18, he reached its junction with the De Grey. The De Grey was followed down to the coast, which was reached on September 25, and thence the party returned to their starting point at Nicol Bay. The result of this expedition showed to the colonists that outside the areas hitherto known and explored, the whole country was not a desert, but that they had vast areas of good and well-watered country.

While Gregory had been opening up this new country, a private party, consisting of Messrs. B. D. Clarkson, C. E. and A. Dempster, and C. Harper, started from Northam to try to get through the scrub and salt lake country on the east into a better region. They traversed a great portion of the district which now forms the Yilgarn goldfield, but in the main their exploration ended in no good result. In 1863, C. C. Hunt and Ridley examined the country in the neighbourhood of the De Grey, and in the same year Mr. Henry Maxwell Lefroy, in an attempt to find pastoral lands, reached 122.3 E. long., having traversed a large portion of the present Coolgardie goldfield. In this year, as also in 1865, Captain E. A. Delisser made excursions from Fowler's Bay, in South Australia, into the south-east corner of the colony. In 1864, C. C. Hunt left York and made a journey of some 400



miles to the eastward in search of land for grazing purposes. He reached long. 121.55 E. (in the vicinity of the locality now known as the Hampton Plains), and passed over the present site of Coolgardie. Two years afterwards he made an almost similar trip. In 1864, Mr. A. Dempster made a trip from near Esperance to the Dundas Hills. Towards the end of the same year, Mr. E. T. Hooley endeavoured to find a stock route between Champion Bay and the Gascoyne, and though unsuccessful at that attempt, he succeeded within the following three years in opening up stock routes to the Gascoyne and to the north-west. In 1865, Treverton C. Shaw explored south of Camden Harbour. He discovered the Berkeley River, and crossed the Leopold Ranges, finding some very good country. The country between Roebuck Bay and Port Walcott was in 1866 examined by Assistant Surveyor Cowle, and favourably reported upon for pastoral purposes.

The next exploration work of importance was in 1869, when an expedition was sent out to find traces of Leichhardt's missing party. Reports had reached Perth that natives to the eastward had spoken of the murder of a party of white men some twenty years before. Upon these reports being received in the eastern colonies, the eminent botanist, Von Mueller, offered to lead an expedition to search for the remains of the ill-fated Leichhardt. Other engagements, however, prevented him taking part at the last moment, and Mr. John Forrest was by the West Australia



JOHN FORREST in 1869.

lian Government placed in charge of the party. He had with him George Monger and Malcolm Hamersley, together with a farrier blacksmith and two natives, Tommy Windich and Jemmy Mungaro. The latter native had told Mr. J. H. Monger that he had seen the spot where the bones of the white men were, and was therefore taken for the purpose of pointing out the locality. The journey

was commenced on April 15, 1869. On April 26, Yarraging, the furthest station to the east, and belonging to Messrs. Ward and Adams, was reached. From here a course was steered in the direction of Mount Churchman, which was reached on May 5. At this stage some nine native friends of "Jemmy" joined them, and told the party of some white men and horses who had died at a place called Bouincabbajibimar. Proceeding onward until May 12, more natives were met with, and they repeated the story, but from the direction in which they pointed, Forrest came to the conclusion that they were referring to the horses of Mr. Austin, which had died at Poison Rock from eating a poisonous weed during Austin's exploration trip in 1854. Forrest now continued his journey to the eastward, and on May 18 reached Lake Barlee. Having made investigations and come to the conclusion that there was no truth in the statement of the blacks, he pushed out to the eastward, reaching a peak which he named Mount Leonora, on May 21. A little further on, he named Mount Malcolm, after his companion, Malcolm Hamersley. From this point he proceeded to Mount Margaret, passing Mount Flora on the way. From Mount Margaret he pushed out some distance beyond Mount Weld, but seeing that the country ahead was of the same barren nature as that which he had traversed, he decided to return. In his report of the journey, he says: "With reference to the country travelled over, I am of opinion that it is worthless as a pastoral district; as to minerals, I am not sufficiently conversant with the science to offer an opinion except that I should think it was worth while sending geologists to examine it thoroughly." On Forrest's return to Perth, Von Mueller proposed he should start from the upper waters of the Murchison River with a light party and provisions for six months, and endeavour to reach Carpentaria, as he thought such a course would not only be a likely one in which to find traces of Leichhardt, but also it would probably be the means of making geographical discoveries of importance. Want of funds, however, prevented the carrying out of this idea, and Governor Weld offering him command of an expedition to reach Adelaide by way of the south coast, Forrest accepted. Of this route nothing was known except the disastrous experience of Eyre in 1840 and 1841. On March 30, 1870, the party started from Perth, John Forrest being leader, and his brother Alexander second in command. With them were H. McLarty, a police constable; W. Osborn, farrier and shoeing smith; "Tommy" Windich, the native who had accompanied Forrest on the previous expedition; and another native, "Billy" Noongale. A coasting schooner, the "Adur," of thirty tons, was to accompany them round the coast, calling at Esperance Bay, Israelite Bay, and Eucla, to supply them with fresh stores. Previous to this, as already stated, Eyre had made the journey after innumerable hardships, from east to west, and in 1860 Major Warburton, who afterwards, in 1873-74, succeeded in crossing the northern part of Western Australia, reached a point eighty-five miles beyond the head of the Great Australian Bight, and made several journeys from the coast in a north and north-westerly direction for

a distance of about sixty miles. Forrest and his party reached Esperance Bay and left it on May 9. Israelite Bay was reached on the 18th, and twelve days afterwards they set out en route for Eucla. This place, where the relief boat was awaiting them, was reached on July 2. Leaving there on July 8, Forrest undertook a flying trip north from Eucla, taking with him fourteen days' provisions, but he was unable to penetrate further than thirty miles, on account of the scarcity of water. The country itself consisted of clear open plains of grass, with scarcely a tree visible. Returning to Eucla, he started for Fowler's Bay, and without meeting a drop of water for 135 miles, the party reached the head of the Bight on July 17, where abundance of water was found. On this stage the horses had been ninety hours without a drink, and at the end of it could scarcely walk. On July 27, the party arrived at Fowler's Bay, a distance of 600 miles from Adelaide. Before reaching this point, however, they had been met by Police-Trooper Richards, who had come out to meet them in accordance with the instructions of the Governor of South Australia. The party reached Adelaide on August 27, and were received with much enthusiasm. Forrest, in his report of the trip, has the following: "In about longitude 124 E., the granite formation ends, at least on and near the coast, but from longitude 124 E. to the head of the Bight, a distance of over 400 miles, there is no change in the formation, being limestone and high tableland the whole distance. The portion most suited for



ALEX. FORREST, in 1870.

settlement is, I believe, between long. 126.12 E. and long. 129 E., near Eucla Harbour; or, in other words, the country to the north of the Hampton Range, being most beautifully grassed and water procurable by sinking twenty or thirty feet. Under the same range is a narrow strip of fine grassy country for the whole length of the range, about 160 miles."



In the following year (1871), Alex. and Forrest took charge of a party to search for new pastoral country, and reached as far as 123 deg. 37 min. E. longitude, some little distance beyond Hunt's and Lefroy's furthest point, a few miles east of the present mining town Kalgoorlie. He then struck S.S.E. towards the coast, and returned by way of Messrs. Dempster's station at Esperance Bay.

Although an overland route had been traced from South Australia to the settled portions of the western colony, first by Eyre from east to west, and then



ERNEST GILES.

many years afterwards by John Forrest from west to east, it was not a practicable one for stock. Owing also to the explorers named keeping near the coast line, not much information was gained as to the nature of the interior of the country. Ernest Giles determined to push across the centre of the vast territory, and with that object made two expeditions, which were, however, both unsuccessful. Soon after his first failure, Giles, with the assistance received from Baron von Mueller, who was a most enthusiastic supporter of Australian exploration, was again enabled to take the field. He started from Ross Waterhole, on the Alberga Creek, in latitude 27.8 and longitude 135.45, with three companions and twenty-four horses. This attempt, though again unsuccessful and resulting in the death of Gibson, one of the party, was at least a "splendid failure." He explored a line of nearly 700 miles of previously unknown country in a straight line from his starting point, reaching the 125th degree of east longitude. During this trip, which lasted twelve months, Giles' party suffered much from the hostility of the blacks, and underwent very great hardships. Giles came to the conclusion that camels were essential to the successful issue of the work, and owing to the high opinion in which his courageous efforts were generally held, Sir Thomas

Elder undertook to equip him with camels for his next attempt. Meantime, the expedition under Col. Warburton—consisting of Richard Warburton, Lewis (surveyor), one white man, two Afghans, a black boy, and seventeen camels, under Colonel Warburton—had left Alice Springs, on the telegraph line, on April 15, 1873. Availing himself of that wonderful belt of country, about fifty miles in width, discovered by Stuart and Ninney, due north and south from sea to sea, through the very centre of Australia, and bounded east and west by dreary and monotonous sandridges, Warburton gained the centre of the continent. He then struck westward, and after searching vainly for the rivers Hugh and Fincke, he altered his direction and steered to the north-west, meaning to connect with A. C. Gregory's most southerly point on Sturt's Creek. On June 5 he crossed the boundary line into Western Australia, the course now being through monotonous scrub-covered tableland. After long, wearisome marches, he thought, on August 12, that he must be near Sturt's Creek. Two attempts to find it, however, being unsuccessful, Warburton concluded that he had mistaken his reckoning, and continued his westerly course. To excessive heat and all the discomfort of continuous journeying over barren sandhills was added the constant insufficiency of the water supply and the continual dread of its utter exhaustion. Starvation threatened them, and they were compelled to kill a camel for food. Then sickness fell upon the unfortunate party. On October 9 they reached a small waterhole, where they rested as long as they safely could, considering the scanty supply of their provisions. Nothing was left but to try and reach the Oakover River, where some cattle stations had been established and where they might hope for assistance. On November 4 they commenced their flight. Warburton was so emaciated and weak, having been reduced to a skeleton by thirst, famine, and fatigue, that he could scarcely rise from the ground. Delay, however, meant death. When they were ready for a start, the black boy was missing. They waited some time for him, but as he did not come into camp, they began their journey. As they crossed a sand plain, the black boy heard the tinkle of the camel bells, and coo-ee'd to them. It was fortunate for the party that he intercepted them, for he had discovered water in a direction different to that they were taking. Had he not met them, they would have marched to their death. When they reached the well on November 7, they were enabled to procure some wallaby from the natives camped there. Proceeding onwards, they were, on November 12, at their last drop of water. Lewis, who had gone on with an advance party, returned next day with a bag of water, having fortunately discovered a native well. He had "run up" a smoke, and had found the well twelve miles off. "Charlie," the black boy, was here nearly killed. He had gone forward alone to the natives, who received him kindly and gave him water. When he coo-ee'd for the party to come up, the blacks, thinking he had betrayed them, fell upon him and speared him in the back and arm, and cut his

skull with a waddy. The party hastening up saved his life. At the well, the party rested, while Lewis, with one of the Afghans, pushed on to try and strike the headwaters of the Oakover. He was successful in his attempt, and discovered water. Returning to the party, he brought them forward to the rocky creek he had found. They travelled slowly down the river, and Lewis, again going forward a distance of 170 miles, reached the station of Messrs. Grant, Harper, and Anderson, and on December 29 returned with relief to the wearied explorers. Only two camels remained out of the seventeen with



COLONEL WARBURTON.

which they had started, and the party had been occupied nine months in making their terrible journey of 900 miles.

W. C. Gosse, at the head of the South Australian Government party, left Alice Springs a few days after the departure of Warburton's expedition, with the intention of reaching Perth. He did not succeed, however, owing to the dry and barren nature of the country met with. From a geographical point of view, the expedition was of great value, as Gosse furnished a detailed description of over 60,000 square miles of country, and fixed accurately the position of many of its important physical features. He also laid down correctly many of the points discovered by Ernest Giles.

While from the South Australian side the efforts mentioned were being made to cross the unexplored regions, John Forrest, in Western Australia, made an offer to lead an expedition from the west coast to the overland telegraph line in South Australia. Governor Weld decided that it would be better to wait, as it would not be advisable to appear to enter into competition with the other colony. On March 18, 1874, the party, consisting of John Forrest as leader, his brother, Alexander Forrest, two white men, and two natives, left Perth. On April 14 they started from Yuin, the



property of Mr. Burges, the then furthest out station on the Murchison. The party took eight months' provisions and had with them eighteen horses. The instructions of Sir Malcolm Fraser, the Surveyor-General, set out the chief object of the expedition as being to obtain information concerning the immense tract of country from which flow the Murchison, Gascoyne, Ashburton, De Grey, Fitzroy, and other rivers falling into the sea on the west and north shores of Western Australia. As A. C. Gregory had discovered the Denison Plains, north of Sturt's Creek, it was thought that similar grassy oases might be found by Forrest near the heads of the rivers mentioned.

After leaving Yuin, they struck the Murchison River, and followed it up through good country. On nearing the head of the Gascoyne River, the country was found to consist of fine pastoral land. The Robinson Ranges being reached, they struck south-east to Mount Bartle and Mount Russell, and thence in a north-easterly direction over the watershed of the Murchison, which they ascended on May 21, till Weld Springs were reached. Here they found abundance of water; but, on leaving it, encountered a succession of waterless stretches of spinifex country. Fortunately they discovered, from time to time, small supplies of water that enabled them to push on until they were within a hundred miles of Gosse's most westerly point. This part of their journey proved their most severe trial, and only the foresight and perseverance of the leader enabled the party to go through with it. At length, after covering more spinifex country and several rocky ranges, they came into the country that had been traversed by Giles and Gosse, and reached Barlee Springs. On September 27 the party arrived at the overland telegraph line, and proceeded to Adelaide, where the leader and his companions received great applause for the work they had so well performed.

Forrest, in his report, stated that he found the whole of the country, from the settled districts near Champion Bay to the head of the Murchison, admirably suited for pastoral settlement. From the head of the Murchison to the boundary of Western Australia he reported that, with the exception of such grassy patches as those at Windich Springs, the Weld Springs, round Mount Moore, and other places, the general character of the country was spinifex, lightly wooded with acacia and other small trees; and that, except in a few places, there was not any large timber. The prevailing rock was light red sandstone. The only game found in the spinifex was a kangaroo-rat, commonly called the "wirrup." In grassy openings were kangaroo and emu. At the permanent waters there were always myriads of bronze-winged pigeons, also the white cockatoo with scarlet crest. Wherever there was a sheet of water, duck were found.

In 1879, Alexander Forrest led an expedition from the De Grey River to the overland telegraph line. Leaving Anderson's Inlet, he proceeded to Beagle

Bay, and thence along the coast to the Fitzroy River. He followed up this river for 240 miles, when he struck north, and sought to discover a pass through the Leopold Ranges. Following the range up, he reached the sea before finding a place where he could cross. In the angle formed by the sea and the range the party found themselves enclosed, and here the natives appeared in a threatening attitude. Their attempts to scale the cliffs failing, they abandoned the attempt, and returned to the Fitzroy River, which they reached on July 8. Following the Margaret, a tributary of the Fitzroy, they rounded the southern end of the range, and, reaching the tableland beyond, found themselves in the midst of splendid country. On July 24, they reached the Ord, and leaving this, they continued their way to reach the overland telegraph line. On August 18, they reached the Victoria River, and from here they steered for the telegraph line, which was reached after much suffering from thirst.

In 1883, John Forrest, accompanied by Surveyors J. S. Brooking, H. F. Johnston, G. R. Turner, and G. J. Walsh, landed at Roebuck Bay to examine portion of the Kimberley division. They traversed the Fitzroy, Margaret, May, Lennard, and Richenda rivers, and made accurate surveys of large portions of the district. A wide extent of country was traversed, and examined by the party, and found to be of good quality, consisting of rich grassy plains, with abundance of water. Mr. E. T. Hardman, who accompanied the party, prepared a valuable geological map of the district. He reported indications of auriferous country, and shortly afterwards the first payable gold in Western Australia was discovered in that district by Messrs. Charles Hall and Slattery.

During the year 1884, a good deal of useful information was added to the knowledge possessed of the northern part of the colony by the reports and discoveries of a party sent out to continue the triangulation and feature surveys from Mount Pirie, on the Fitzroy, to the junction of the Neagria and Ord. The party was led by Mr. H. F. Johnston, who had with him as second in command Mr. G. R. Turner. Mr. E. T. Hardman, the Government Geologist, accompanied the party, and made an extensive geological examination of the country traversed, and reported favourably on the auriferous character of the district. During this expedition the Mary and Elvira Rivers were discovered and named, and Hall's Creek was also found. Next year, Mr. Johnston again visited this territory with Mr. C. Y. Nyulasy as second in command, and landing at View Hill, Cambridge Gulf, connected that port by triangulation with the work of 1884. The course of the Ord was mapped and the position of the Bow, Fraser, and Belin.

In 1888-1889, Ernest Favenc, starting from Champion Bay, explored the headwaters of the Gascoyne and Ashburton rivers, and discovered three important tributaries of the latter river—the Cunningham, Jackson, and James, all running through magnificent pastoral country. Favenc, in addition to having es-

tablished a name as an explorer in other parts of Australia, is well known as an historian, and is the author of a valuable work on Australian exploration.

In 1889, W. H. Tietkins, in the course of an exploratory expedition from Alice Springs, entered Western Australia near the Tropic of Capricorn, and discovered and named Kintore Range, to the north-east of Lake Macdonald. In 1891, Mr. David Lindsay, at the head of an expedition fitted out by Sir Thomas Elder, of South Australia, crossed into Western Australia, and, steering south-west-erly, reached Victoria Springs, which were found to be dry. It being therefore impossible to explore the surrounding country from them as a base, as intended, the party pushed on to Fraser's Range. From there they took a westerly course and reached the Murchison via Mount Monger.

In 1896, Mr. L. A. Wells, as head of the Calvert exploration expedition, started from Lake Way, distant some 150 miles north of the mining town of Lawlers. Adopting a north-easterly course, a depot was formed in latitude 25.54 south, longitude 122.20 east, excellent waterholes and fair country existing in the neighbourhood. The period between August 10 and September 8 was occupied in a flying trip north-east through Mount Bates, on a dry stage of 200 miles, till a good well was found in latitude 23.23 south, and longitude 124 east, whence a return was made via Giles' 1876 route. Leaving the depot finally on September 14, the party at length reached Separation Well. Thence travelling along the meridian of Joanna Springs, and subsequently upon reaching that point, north-north-east, it struck the Fitzroy River, a little north-west of Mount Tuckfield, on November 6, a distance altogether from Mount Bates of 500 miles. Most of this was the usual spinifex and sand-ridge country, and the last 300 miles were almost destitute of camel feed or water—in fact, they were compelled to abandon five beasts, and had the greatest difficulty in saving the others.

At Separation Well, Messrs. C. F. Wells and G. Lindsay Jones were, on October 11, sent on to examine the country bearing west-north-west for 80 or 100 miles, and thence north-east to cut their leader's track about 30 or 40 miles south of Joanna Springs. On his arrival at the rendezvous six days later than had been expected, not finding the two men, Mr. L. A. Wells naturally concluded that they had arrived previously, and been compelled to push on to the Fitzroy. The fate of the unfortunate men has since been ascertained, their bodies being found by Wells some months afterwards fourteen miles west-south-west from the Springs. Their journal disclosed the fact that, being unable to proceed owing to the heavy nature of the country, they retraced their steps, and, striking the expedition's track, followed it northwards, only to perish from want of water about November 15.

As soon as the news that two of the party were missing reached Perth, energetic efforts were put forth by the



West Australian Government, and on December 19, Mr. W. F. Rudall left Braeside station, on the Oakover River, in charge of an expedition to follow up the river and its branch, the Davis, thence striking eastward, to cut the tracks of the missing men. After leaving Christmas Pool, some distance south-east of Mount Macpherson, Rudall, guided by blacks, came upon a camp into which footsteps, supposed to have been those of the persons sought, were traceable. Here, unfortunately, all tracks were lost, and he was reluctantly obliged, through his camels failing him, to return to his starting point. He immediately organised a second trip, but after strenuous, though fruitless efforts, the party engaged on this expedition also were driven back owing to the insuperable difficulties encountered. Rumours, supplied by natives, of straying camels, etc., having reached Rudall, it was considered wise to make a further search to the south of the Oakover River, and accordingly on February 7, 1897, he again set out. The course of the river being followed for some distance, the latitude of the Tropic of Capricorn was reached, and in longitude 120.10 east the bodies of two men, supposed to have been murdered by natives, were discovered. Returning via Roy Hill Station to Nullagine, a report of the find was sent to Perth, but, after due consideration and medical examination, it was decided that the remains were not those of the missing explorers, and a final attempt was made to solve the mystery surrounding the fate of the two men. Rudall, leaving Braeside station on April 9, visited Separation Well, and attained a point sixty miles south of Joanna Springs before returning to Braeside, which was finally reached on June 23.

On July 20, an expedition equipped and led by the Hon. David Carnegie, left civilisation at Doyle's Well, some fifty miles south of Lake Darlot, to strike across the continent in a N.N.E. direction, in the hopes of finding gold-bearing or pastoral country in the great desert lying between the latitude 19 degrees and 28 degrees S., and longitude 122 degrees and 129 degrees E., which hitherto had only been crossed from east to west, or vice-versa. The expedition travelled 3,000 miles in eight months. No permanent water was found after leaving Sturt Creek, and the impracticability of a direct stock route being opened between Kimberley and the North Coolgardie field was proved beyond question. It was, moreover, clearly shown that the desert traversed—with the possible exception of small and isolated patches—contained no auriferous country.

As a result of a motion passed by the West Australian Parliament, an exploration party was organised in 1901 by Mr. H. F. Johnston, the Surveyor-General of Western Australia, who had himself previously led an expedition in the same district, to proceed into the Kimberley regions and examine and describe a large tract of country not yet thoroughly explored. The expedition would, it was hoped, have a chance of discovering not only a new pastoral

country, but also a large tract of auriferous country. The party—consisting of Messrs. F. C. Brockman (leader), Charles Crossland (second in command), Gibb-Maitland (leader of the geological staff), W. G. Gibson (assistant geologist), and Dr. F. W. House (naturalist and medical officer)—left Fremantle on April 13 of this year to proceed by sea to Wyndham, a port on the north, from which point they would undertake their exploratory trip with the aid of horses. On May 13, 1901, another party left Perth, which might properly be called an exploratory expedition. It was sent out by the Government to survey and report on a route for a transcontinental railway eastward from Kalgoorlie to join with the railway system of the eastern States. Mr. J. Muir, chief engineering surveyor to the Government, was placed in charge, and with him were Messrs. C. Baddington, R. Anketell, and A. H. Henderson. On July 3,



the engineer-in chief, Mr. C. Y. O'Connor, C.M.G., received from Eyre, on the south coast, the following telegram from Mr. Muir, which explains what had been done by the party up to that date:

"Arrived here this morning. Had to come for water. Left camp at Goddard Creek, about 116 miles from Kalgoorlie, lat. 31 deg. 11 min., long. 124 deg. 7 min., June 25. No water eastward or within sixty miles northward. Have examined centre line route to a point due north of Eyre, about 280 miles from Kalgoorlie. Line easy of construction; practically surface forming up to that point. Ballast fairly plentiful. Splendid salmon gum forest for 100 miles, and, with small exception, good land over length examined. Water very scarce; no rain evidently having fallen for considerable period. Water conservation easy the first 100 miles if rainfall sufficient. After that limestone formation. Water supply then probably

difficult, unless by boring or conveyance from distant sources. Will spell camels here a few days, then proceed with investigation, using coastal water supply to work from. Do not expect any difficulty in getting through to Eucla. The worst is over. All members of party in best of health. Camels and equipment all that could be desired."

Shortly after the despatch of this telegram, Mr. Muir left Eyre for Mundrabilla, a journey which he estimated would take ten days, and from there he reached Eucla without difficulty. He reported that the country offered no difficulties to the construction of the transcontinental line, and that except for the absence of surface water there was a vast area of good pastoral country in that portion of Western Australia.

From the foregoing summary, it will be seen that constant efforts have been made since the foundation of Western Australia to unravel the secrets of its interior territory. The first settlers soon began to make attempts to discover what lay beyond the neighbourhood in which they settled, and these efforts have been persevered in to the present day. The vast area of Western Australia rendered it a big field for the daring and adventurous spirits who undertook the task of discovering its geographical features. Notwithstanding the immense energy with which exploration has been carried on, there still remain blanks on the map of the State which leave a wide field for future investigators.

#### THE MARGARET RIVER CAVES.

The Margaret River Caves are rightly included among the beauty spots and show places of the State. They are situated in the vicinity of the Margaret River, in the south-western corner of the State, and are said by those who have visited both to be in every essential equal to the famous Jenolan Caves of New South Wales. The route to the caves is by way of Busselton, whence the remainder of the journey, some forty miles, has to be made by coach; and a visit is well repaid. The views, except where it is specially stated that they are daylight views, have been taken by flashlight, and give a very good idea of the beauties and marvels to be seen at the caves. A few small caves have been known for a number of years, but it is only recently that the larger and finer ones have been discovered. There are in this district, undoubtedly, a large number of caves yet to be discovered. The most notable ones of recent discovery are the Lake, Mammoth, Giant, and Calgadup Caves. In the future these caves will be opened up and made more accessible; at present they are in their natural state, and in most cases are very difficult to enter and explore. The Giant Cave is especially so, which accounts for no views of this cave being here shown. All the interior views of the caves were taken by a special flash-light apparatus.

**CALGADUP CAVE:** The entrance to this cave is in the side of a hill, and is an easy descent. The first chamber opens out near the entrance, the roof being from 150 to 200 ft. high. This huge cave



looks very grand, with its numerous types of formation. Here are stalactites and stalagmites and curtain formations, looking like fine lace. Some very large broken stalagmites show there has been a change in the roof, as shown in "The Broken Column" photo. A strange feature in this cave is the tree roots coming through the roof of the cave, and, after travelling about 100 ft. through the air, taking root again in the floor of the cave.

**BLACKBOY HOLLOW CAVE:** Comparatively, this is a small cave, entered through a small vertical hole in the ground. There are some very fine beauty spots in this cave, the formation being clear white crystal. The accompanying picture shows the large overhanging roof.

**INACCESSIBLE CAVE:** This is entered from the bottom of a huge circular hole, over 100 ft. deep, with

straight walls. A special ladder will be required before this cave can be entered by anyone who objects to a dangling rope.

**LAKE CAVE:** This remarkable cave is also entered from the bottom of a large hole, which has been caused in bygone ages by the falling in of a portion of the roof of the cave. After descending a rope ladder for about twenty feet, it is necessary to use care in scrambling



Calgadup Cave: An Interior View, showing the Broken Column.



A Stalactite Formation, Calgadup Cave.



Daylight Views of the Entrance to the Inaccessible Cave. - At the entrance to this Cave is a precipice 100 ft. deep, and the view shows the formation at a depth of 159 ft. below the level of the ground.

[Copyright]





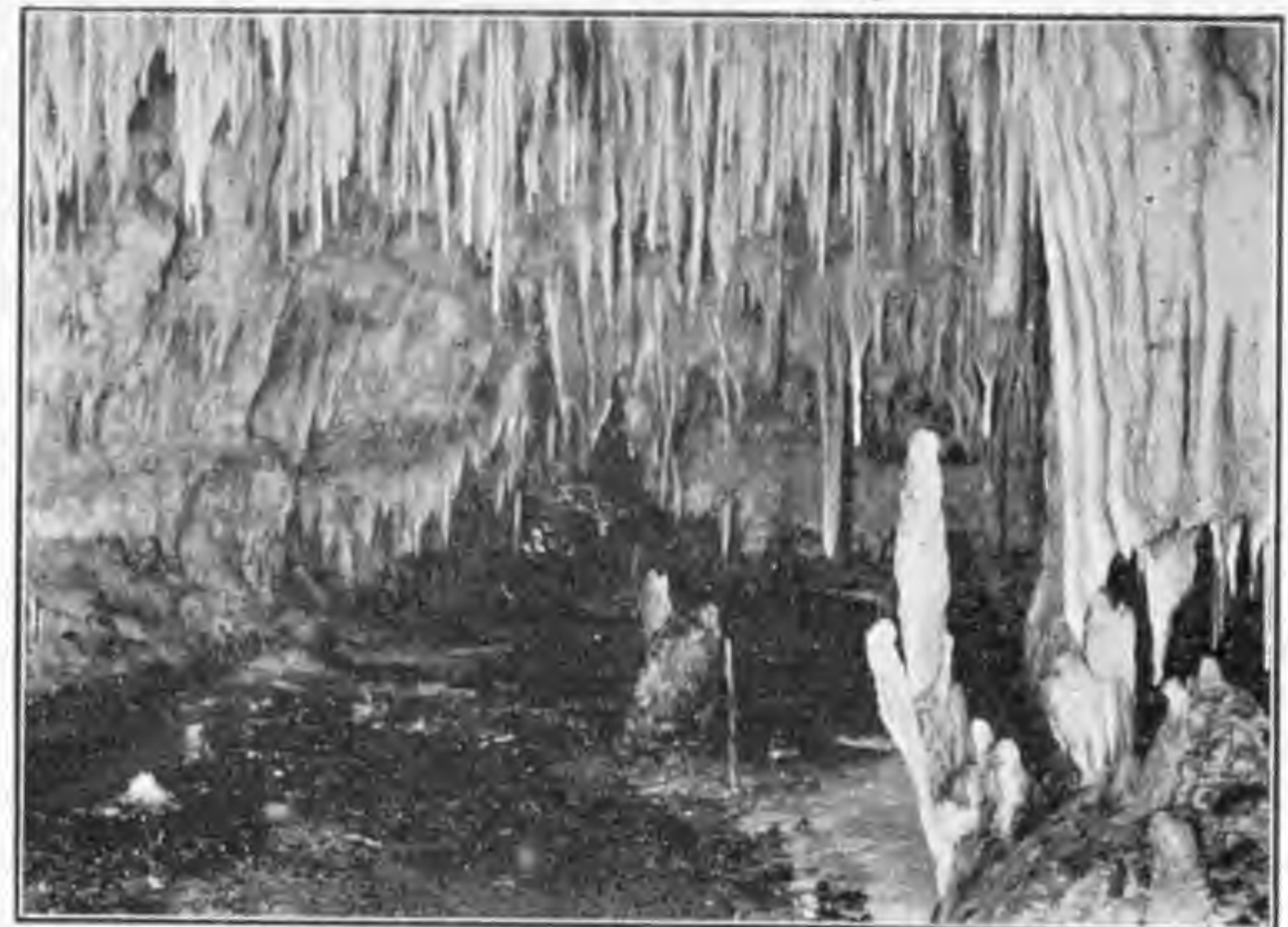
Daylight Views of the Entrance to the Inaccessible Cave.



The Tombstones, a Stalagmite Formation in the Lake Cave.



Stalagmite Formation, Lake Cave.



Lake Cave: The Crystal Chamber.

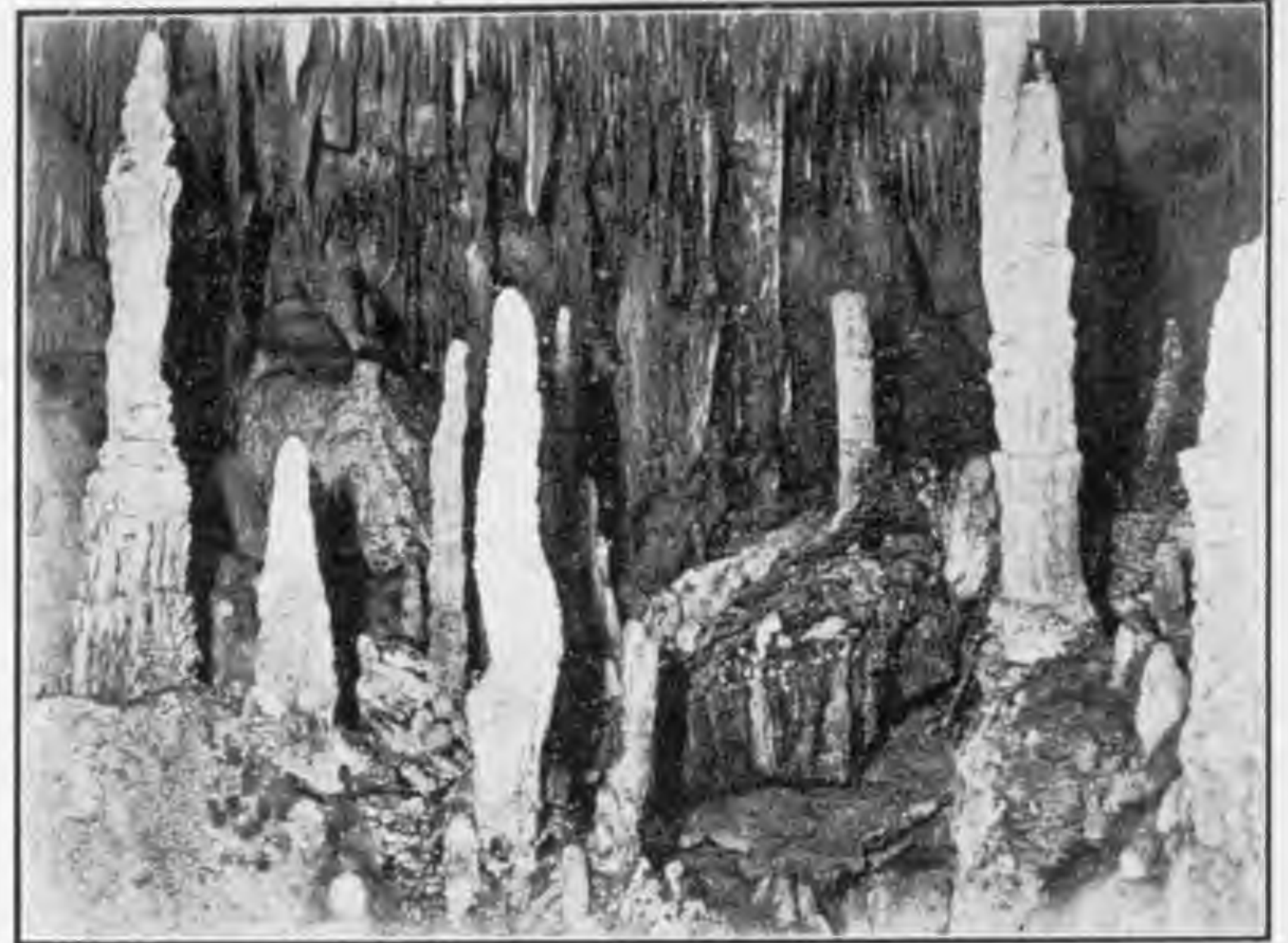


Lake Cave, showing the Mushroom Formation overhanging the water. This formation is suspended from the roof, and hangs to within 18 in. of a subterranean lake. [Copyright.]





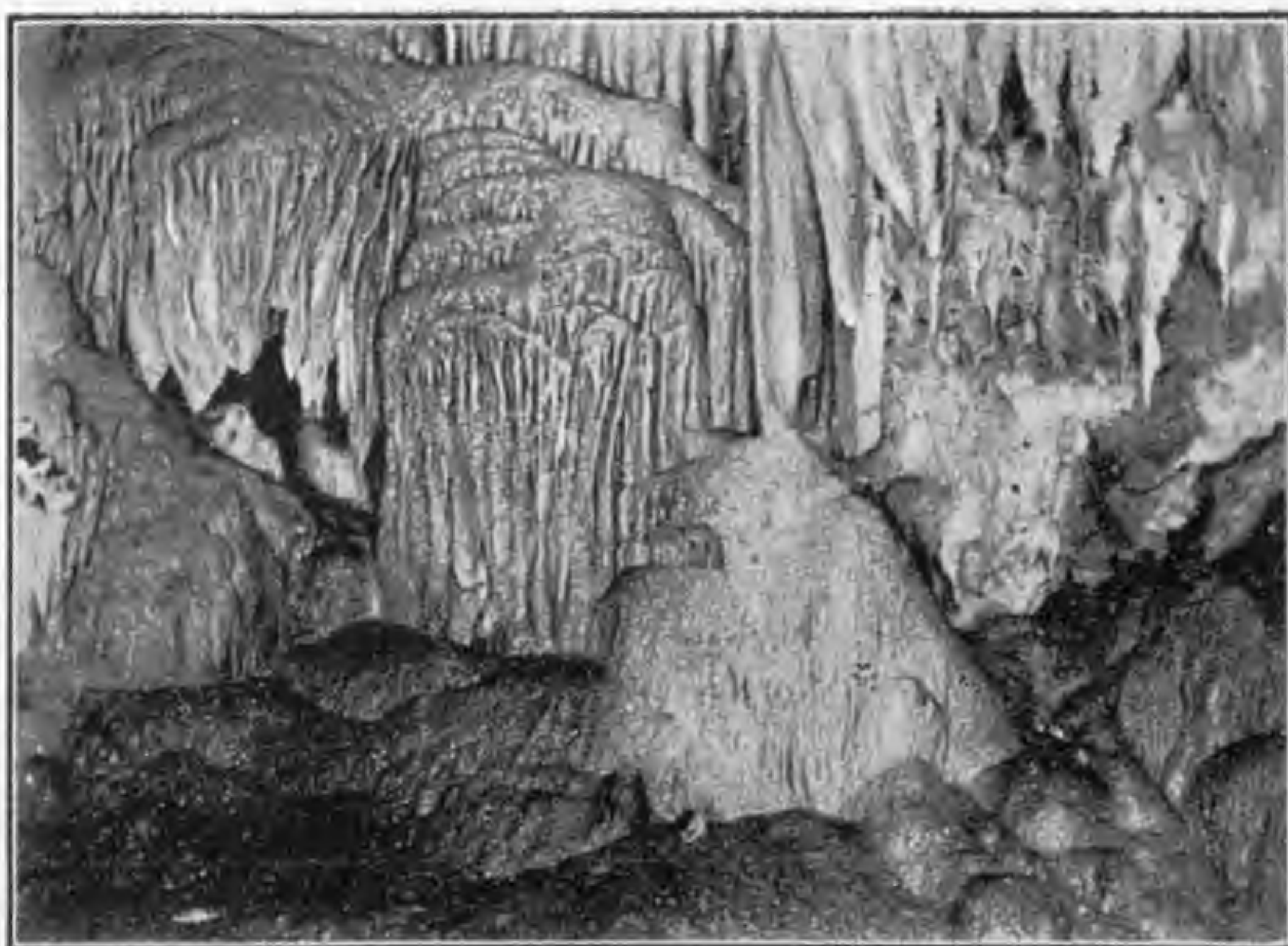
Daylight View of the Entrance to the Mammoth Cave.



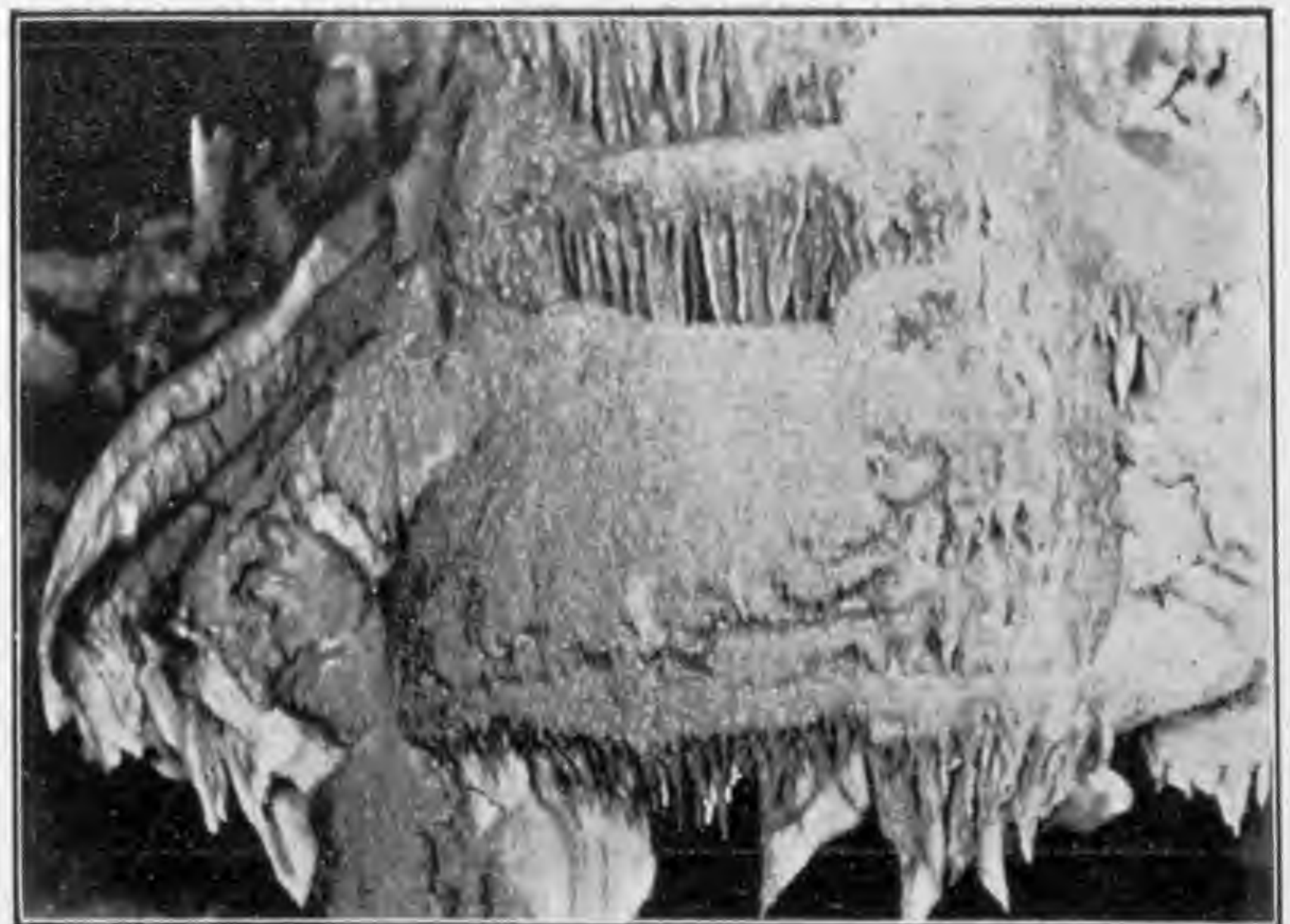
Interior View of the Mammoth Cave.



Interior Views of the Mammoth Cave.



Curtain Formation, Calgadup Cave.



Blackboy Hollow Cave, showing Overhanging Roof. [Copyright]



down the side to the bottom. Here, two stately jarrah trees have grown year by year, their patience being at last rewarded by their foliage reaching above the top of the hole, and well into the sunlight, a distance of 150 ft. In the view, "Stalagmite formation, Lake Cave," is seen a great mass of formation, one especially fine stalagmite being shown. All this formation has turned black, owing to exposure. The entrance to the cave proper is somewhat difficult, being a steep descent. Having safely negotiated this, the floor of the cave is reached. Here a lake about 60 ft. wide and 200 ft. long is encountered. On the edges of this sheet of water is a mass of most lovely formations, which make it necessary, in the present natural state of the cave, for one to be in the water the whole of the time while viewing the cave. The shallowest water is about two feet deep, and this depth extends sufficiently to allow the cave to be well inspected. At parts the water deepens to an unknown depth. The most remarkable feature of this cave, and perhaps of any cave yet discovered, is shown in two of the accompanying views. Two huge stalactites hang from the roof to within eighteen inches of the water, where they spread out (much resembling a mushroom) and join, making one large formation, about 35 ft. across. This most remarkable feature, surrounded by equally beautiful, though less wonderful, crystal formation, lighted up by powerful magnesium lights, must be seen to be fully realised. Other views in this cave show a crystal chamber and large stalagmite formations, all being taken from the water, which is intensely cold, and is slowly moving. The entrance and exit of this subterranean river can be seen.

**MAMMOTH CAVE:** The entrance to this cave is here shown, with guides and tourists ready for exploration. The cave consists of several chambers, all of which are very extensive. For general beauty this cave will certainly make its name. The stalagmites are in a great variety of shapes, as shown in the views. This is the only cave at present discovered with two entrances, as, after half a mile of very hard climbing one suddenly comes across a gleam of daylight, and the extreme end of the cave is reached.

## Climate.

The State of Western Australia, covering the vast area of 975,920 square miles, and extending from Albany in the south, in latitude 35 deg. 2 min., to Wyndham in the north, in latitude 15 deg. 27 min., necessarily possesses a great diversity of climate. The following is the general description given of it by Mr. W. E. Cooke, M.A., F.R.A.S., the Government Astronomer:—

### THE CLIMATE OF PERTH AND THE SOUTH-WEST AND SOUTH COASTAL DISTRICTS.

This district may be roughly considered as bounded by the coast-line and

by a straight line drawn from Geraldton to Esperance. In taking Perth as representing the whole the following exceptions should be considered:—

The rainfall is heaviest in the extreme South-West, diminishing thence both Northward and Eastward. It also falls off from the coast or coastal ranges in all directions inland.

The summer is very much cooler on the coast between Bunbury and Albany than elsewhere.

The sea breeze, which makes ordinary hot days bearable in Perth and coastal districts generally, is not felt very far inland. With these exceptions, then, we may consider the climate of Perth as representative of the South-West district.

### PERTH CLIMATE.

Just as there are two distinct types of weather, so are there two distinct seasons, the winter and the summer. The former sets in, as a rule, rather abruptly, and the dates of the first heavy winter rains in each year may be taken to be as follows:—

### FIRST HEAVY WINTER RAINS.

| Year. | Winter started. | First heavy rains. | Points. | Remarks.                                             |
|-------|-----------------|--------------------|---------|------------------------------------------------------|
| 1880  | May 15 ..       | May 26 ..          | 155     | Thunderstorm on April 29, with 115 points.           |
| 1881  | April 22 ..     | May 5 ..           | 72      |                                                      |
| 1882  | April 17 ..     | April 19 ..        | 110     |                                                      |
| 1883  | May 11 ..       | May 21 ..          | 116     | Thunderstorm on April 18, with 218 points.           |
| 1884  | April 29 ..     | May 27 ..          | 126     | Perfectly clear 7 to 25 May.                         |
| 1885  | May 9 ..        | May 9 ..           | 98      |                                                      |
| 1886  | May 14 ..       | May 15-17 ..       | 190     | Four days' rain, then fine for three weeks.          |
| 1887  | April 24 ..     | April 25 ..        | 62      | A lot of fine weather in May and June.               |
|       |                 | April 30 ..        | 90      |                                                      |
| 1888  | April 30 ..     | May 1-2 ..         | 155     | Preceded by scattered rains                          |
| 1889  | May 7 ..        | May 8-10 ..        | 184     | Heavy rain April 19-21 (253); thunderstorm April 29. |
| 1890  | May 4 ..        | May 8 ..           | 76      |                                                      |
| 1891  | May 2 ..        | May 11 ..          | 115     |                                                      |
| 1892  | April 12 ..     | May 23 ..          | 98      |                                                      |
| 1893  | April 2 ..      | April 4 ..         | 70      | Thunderstorm early in March.                         |
| 1894  | May 10 ..       | May 14 ..          | 61      |                                                      |
| 1895  | May 26 ..       | May 27 ..          | 101     | Scattered rain throughout April.                     |
| 1896  | April 29 ..     | May 8 ..           | 130     | Fine from 10 to 22 May.                              |
| 1897  | May 7 ..        | May 14 ..          | 176     |                                                      |
| 1898  | May 12 ..       | May 28 ..          | 128     |                                                      |
| 1899  | April 12 ..     | April 19-22 ..     | 205     |                                                      |
| 1900  | April 24 ..     | April 24-27 ..     | 129     |                                                      |

From May to the end of October may be considered the winter months, and the weather during that time is dominated by the passage of high and low areas of atmospheric pressure. The average rainfall for each month is as follows:—

|                 | Points |
|-----------------|--------|
| May .. ..       | 479    |
| June .. ..      | 666    |
| July .. ..      | 587    |
| August .. ..    | 579    |
| September .. .. | 294    |
| October .. ..   | 207    |

These figures might convey the impression that Perth is a very wet place during the winter, but the reverse is the fact. One of the wettest days that have occurred was June 15, 1900, and on that occasion

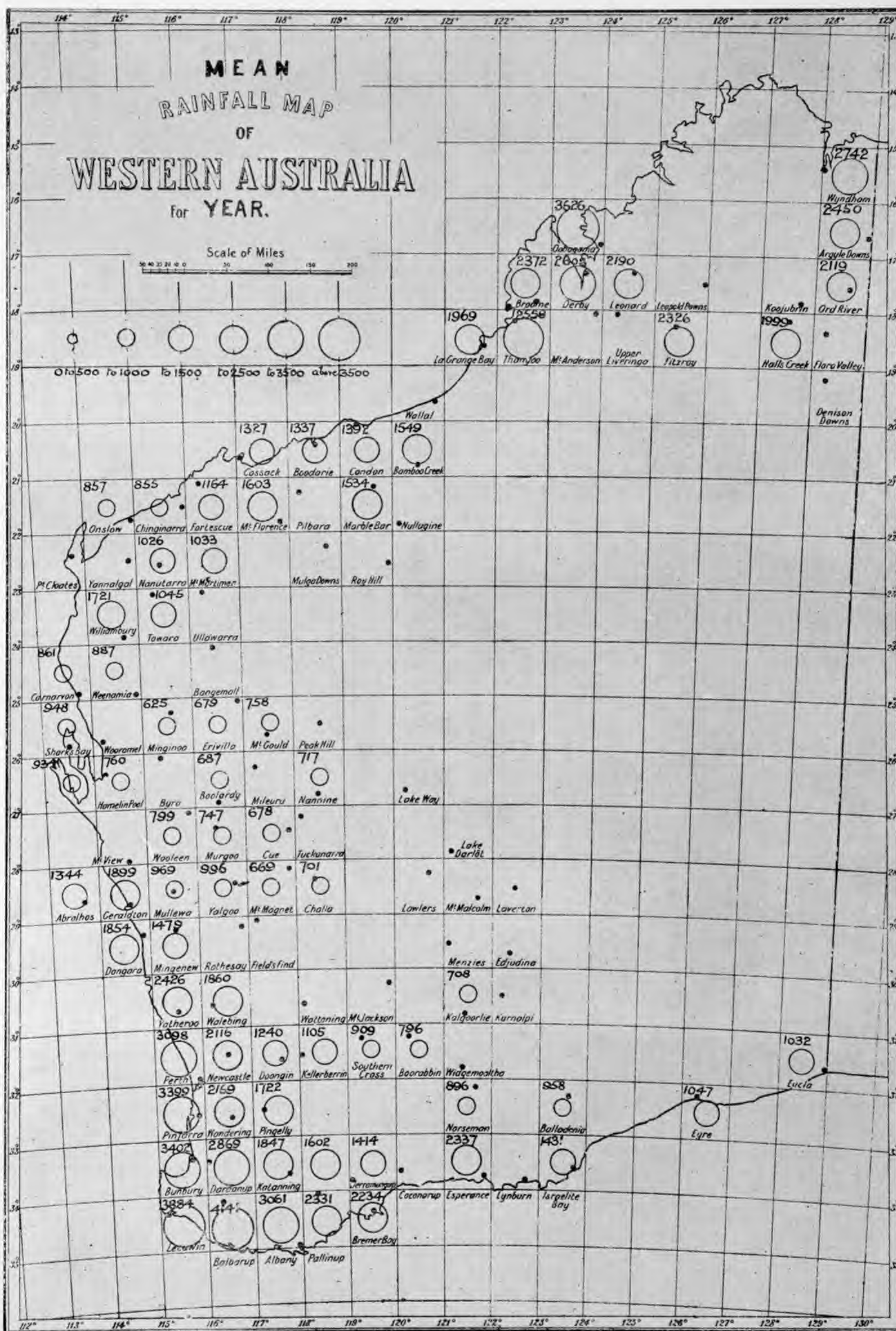
the following remarks on the rainfall of Perth and the manner in which it falls were communicated to the daily press by the Government Astronomer:—

"Last Friday (June 15) was probably one of the wettest days that Perth has ever experienced. The winter rain here generally consists of a series of heavy showers interspersed with fairly long intervals of fine weather. On this occasion, however, there were 9 hours 20 minutes of actual rainfall, between 9 a.m. on Friday and 3 a.m. on Saturday, and the total amount registered on Saturday at 9 a.m. for the preceding 24 hours was 265 points. This constitutes a record as far as the Observatory is concerned, and the amount recorded at the Botanical Gardens, viz., 271 points, has only twice been exceeded since the records commenced in 1876. The two exceptions were in July, 1891, when 3 inches fell, and in May, 1879, when 280 points were registered. The actual number of rainy hours during one day has been exceeded only once since pluviometer records commenced in April, 1897. Between last Friday and Saturday mornings at 9 o'clock it was actually raining for 10 hours 12 minutes, and

during the day ending 9 a.m., September 30, 1897, there were 12 hours 48 minutes of actual rainfall, but the total quantity then was only 60 points, and most of this fell during the night. This morning (Sunday) 72 points, and this evening at 6 o'clock, 80 points, were registered, making a total of 4 inches and 17 points between Friday morning and Sunday evening. The amount so far recorded for this month is 731 points, or nearly an inch in excess of the average for the whole month for previous years. The greatest quantity ever registered in Perth for the month of June was 12.11 inches in 1890."

Owing to this tendency for the rain to fall principally in heavy showers, and at night, and to the sandy nature of the soil, which rapidly absorbs it, the gene-







ral impression of the Perth winter is that of a succession of fine, bright, calm days, varied occasionally by a severe but brief storm. The weather is, on the whole, delightful, but it may perhaps be too mild. One misses the keen frosty feeling that is experienced in other places, and its absence probably justifies to some extent the popular statement that the climate is enervating.

At night it is frequently cold, however, July showing an average of eight nights during which the minimum thermometer in the screen registers below 40 degrees. (As this description of Perth is to be taken as representing more or less the whole of the South-West district it must be stated that severe frosts are by no means uncommon inland. The coldest part of the colony at night is between Southern Cross and Katanning, and here the thermometer frequently falls below 32 degrees, especially if exposed to radiation. The mean minimum in the Stevenson screen for July is 39.0 at Southern Cross and 39.7 at Katanning.)

Very severe floods have been occasionally experienced at Perth and elsewhere in past years, but not since systematic records commenced.

The summer does not set in quite so abruptly as the winter. With an occasional hot day in October, it commences generally in November, but does not as a rule become really noticeable until after Christmas. Taking a temperature of 90 degrees in the shade as the criterion of a hot day, we find an average of less than 1 in October, 4 in November, 7 in December, 12 in January, 12 in February, 9 in March, and 2 in April. This number (47 in all) seems rather formidable, but the heat is not, as a rule, felt oppressively on account of the short portion of the day during which it lasts on each occasion. On a normal hot summer day a sea breeze always sets in about noon on the coast, and reaches Perth about 2 p.m. The temperature then commences to fall, and the evening and night are delightfully cool and pleasant. Occasionally a protracted spell of hot weather is experienced, but even then the nights are generally cool. The longest of these spells without a break occurred in 1896, when the maximum exceeded 90 degrees on every date between January 25 and February 12, nineteen in all; but the most severe heat was apparently in January and February, 1880. The highest reading that has so far been recorded in Perth is 116.7, which occurred in January, 1878.

Notwithstanding the fact that the monthly means are as a rule higher than those for the principal cities in South Australia, Victoria, and New South Wales, and that we are in a lower latitude than any of these, the same remark may be applied to the summer climate as to the winter. It appears to be milder than the others. One notices the absence here of those violent changes which are sometimes experienced in the other States. When a cool change comes after a spell of hot weather it seems to steal upon the land gradually. The appearance of soft watery cumulus clouds in the west, generally about sunset, announces the arrival of the welcome change. That evening will be cooler than

the preceding ones, but not remarkably so, and next day it may be more or less cloudy, but only moderately cool. At night probably a few light showers, and we realise that a definite change has occurred. Whether or not the sudden changes experienced elsewhere act as a tonic it is difficult to say, but, at all events, they rarely if ever occur in Perth.

A curious instance of uniformity is afforded by the figures showing the average summer temperatures since 1876. One frequently hears the expression "A remarkably cool summer," or "A terribly hot summer," "A real scorcher," etc., yet we find that although the means for the individual months may vary considerably, those for the summer (November to March) diverge but little from the general average. It must be remembered, in studying the following figures, that the thermometers were transferred from one locality to another in August, 1885, and, therefore, the two periods 1876-1885 and 1886-1899 must be studied separately. So uniform on the whole are the figures, and so distinct the break, amounting to 2.1 deg., that the change in the method of exposure was ascertained by means of it.

The following then are the mean summer maximum day temperatures, that opposite 1876 being for the period November, 1876-March, 1877, etc.:—

| Summer—<br>November to<br>March. | Mean Max.<br>Day Temp. | Divergence<br>from<br>Average. | Summer—<br>November to<br>March. | Mean Max.<br>Day Temp. | Divergence<br>from<br>Average. |
|----------------------------------|------------------------|--------------------------------|----------------------------------|------------------------|--------------------------------|
| 1876                             | 84.5°                  | — 1.5°                         | 1886                             | 82.1°                  | — 1.8°                         |
| 1877                             | 87.6                   | + 1.6                          | 1887                             | 85.1                   | + 1.2                          |
| 1878                             | 86.6                   | + 0.6                          | 1888                             | 83.2                   | — 0.7                          |
| 1879                             | 86.2                   | + 0.2                          | 1889                             | 83.0                   | + 0.9                          |
| 1880                             | 86.5                   | + 0.5                          | 1890                             | 83.6                   | — 0.3                          |
| 1881                             | 86.4                   | + 0.4                          | 1891                             | 84.6                   | + 0.7                          |
| 1882                             | 84.8                   | — 1.2                          | 1892                             | 84.2                   | + 0.3                          |
| 1883                             | 85.8                   | — 0.2                          | 1893                             | 83.1                   | — 0.8                          |
| 1884                             | 84.6                   | — 1.4                          | 1894                             | 83.8                   | — 0.1                          |
| 1885                             | 87.0                   | + 1.0                          | 1895                             | 85.5                   | + 1.6                          |
|                                  |                        |                                | 1896                             | 83.6                   | — 0.3                          |
|                                  |                        |                                | 1897                             | 84.8                   | + 0.9                          |
|                                  |                        |                                | 1898                             | 83.8                   | — 0.1                          |
|                                  |                        |                                | 1899                             | 83.7                   | — 0.2                          |
| Mean for this<br>period          | 85.0                   |                                | Mean for<br>this period.         | 83.9                   |                                |

#### CLIMATE WITHIN THE TROPICS.

A lengthy description of this is unnecessary, and unfortunately our knowledge is derived mainly from coastal stations. The year may be divided into two seasons, wet and dry, the former lasting from the middle or the end of November to the end of March. During this period the weather is very unpleasant, the maximum temperature every day being close to or above 100 deg. Records of 110 deg. are by no means infrequent, and the thermometer has even reached 120 deg., the highest reading ever registered in the colony being 123 deg., at Onslow, in February, 1897. As an illustration of the extreme heat to which this region is sometimes subject the following figures for the summer of

1895-96 will doubtless prove interesting:—

Mean monthly maximum temperature at Onslow, near the North-West Cape:—

|                  |            |
|------------------|------------|
| October, 1895 .. | 100.5 deg. |
| November .. ..   | 101.3 "    |
| December .. ..   | 106.1 "    |
| January, 1896 .. | 103.0 "    |
| February .. ..   | 105.9 "    |
| March .. ..      | 104.0 "    |
| April .. ..      | 99.6 "     |

Daily maximum temperature at Onslow during two very hot periods:—

| 1895.             | 1895.              |
|-------------------|--------------------|
| Dec 2 .. 102 deg. | Feb. 9 .. 101 deg. |
| 3 .. 109 "        | 10 .. 111 "        |
| 4 .. 113 "        | 11 .. 112 "        |
| 5 .. 111 "        | 12 .. 114 "        |
| 6 .. 108 "        | 13 .. 117 "        |
| 7 .. 106 "        | 14 .. 116 "        |
| 8 .. 109 "        | 15 .. 121 "        |
| 9 .. 106 "        | 16 .. 123 "        |
| 10 .. 109 "       | 17 .. 116 "        |
| 11 .. 109 "       | 18 .. 112 "        |
| 12 .. 111 "       | 19 .. 110 "        |
| 13 .. 115 "       | 20 .. 108 "        |
| 14 .. 112 "       | 21 .. 101 "        |
| 15 .. 110 "       | 22 .. 99 "         |
| 16 .. 115 "       | 23 .. 116 "        |
| 17 .. 111 "       | 24 .. 101 "        |
| 18 .. 99 "        | 25 .. 100 "        |
| 19 .. 112 "       |                    |
| 20 .. 121 "       |                    |
| 21 .. 104 "       |                    |

This is, of course, an extreme case, but one can now understand that occasion-

ally a press telegram from these very hot districts has appeared in the daily papers to the following effect:—"A delightful cool change has set in; the shade temperature has dropped to below 100 deg."

Thunderstorms, accompanied by heavy rain, are frequently experienced, and it is during this season that the "willy-willy" occasionally visits the N.W. coast. A moderate rainfall can generally be relied upon down to about latitude 20 deg., but south of that it is uncertain. Sometimes it will be very heavy, and at other times hardly a drop will fall. The heaviest ever recorded was 36.49 inches at Whim Creek, near Cossack, on April 2-3, 1898.



The most severe drought occurred between June, 1890, and January, 1892, during the whole of which period (20 months) only 88 points of rain were recorded as the mean for the Cossack district.

In the winter months, or dry season, the climate is considered by the inhabitants to be most enjoyable. An occasional wet day is experienced, but the weather is for the most part fine, clear, calm and pleasant.

#### CLIMATE OF THE INTERIOR.

It is only within the last few years that any meteorological records have been obtainable from the interior districts of the colony, and upon these it is hazardous to found a very definite opinion as to the climate. Up to the end of 1899, for instance, the possible occurrence of such a succession of wet, stormy days as were actually experienced in 1900 would scarcely be credited.

The climate is a mixture of the two already described. Sometimes the tropical rains come across; sometimes the winter storms of the South-West and Southern districts extend well inland, and sometimes both sources of rain fail, and a drought ensues. In the summer it is a climate to be endured as patiently as possible. On the Coolgardie goldfields the heat waves are varied by the cool changes which pass from West to East along the South coast, but from the Murchison northwards the heat is very disagreeable indeed, whilst the inhabitants, as a rule, find all the recognised languages quite inadequate for a description of the flies and dust.

As a kind of compensation, the winter season is delightful. Very little rain falls, and the weather is cold, clear, and bracing.

All through the summer occasional thunderstorms may be looked for, and it sometimes happens, as already described, that moonsoonal rains come right through this district from the North-West to South-East. The most severe and continuous of which we have any record occurred in March and April, 1900, but geological signs seem to indicate that heavy floods have occurred in past years. The following brief description was written at the end of April:—

"This month will long be remembered as the month of the great floods. These have been so severe that telegraph lines are interrupted all North of Geraldton, and the postal service in the interior is completely demoralised. The extensive dry plains are now converted into inland seas or lakes, and the rivers have become raging torrents. Peak Hill and Lake Way stations, situated in the great inland desert, are completely cut off from all food supplies, and it is proposed to shortly hold a regatta at the latter place, where a boat can now sail a course of 70 miles. It will easily be understood that our reports are but few, and, therefore, we are unavoidably obliged to postpone a full account of the rainfall until later. It was of a moonsoonal character, and travelled from the North-West coast, in a more or less South-Easterly direction, towards the head of the Great Australian Bight. It

may be said to have first set in on March 2, a detailed account of a heavy storm being given in last month's notes. After the main storm passed away, the weather continued unsettled, with occasional showers throughout the remainder of the month. Rain re-commenced in earnest on April 1, and from then till the 20th, a dense cloud-bank enveloped nearly the whole of Western Australia, and the rain was almost incessant. We have, unfortunately, but scanty records from which to make a comparison with past years, but, from all that can be gathered, the present fall has been the heaviest, most general, and most persistent ever known, and no man living has ever seen the country flooded to the same extent. The barometric conditions accompanying the rainfall were as follows: Although the weather was cloudy and showery throughout the first 20 days of the month, there were three periods of maximum intensity, viz., on the 2nd to 4th, 10th to 12th, and 15th to 17th. During each of these periods a 'high' was traversing the South coast from West to East, with falling gradients, thence towards the North-West coast. In the first period a 'low' made its way down the West coast from tropical latitudes to the neighbourhood of Geraldton, when it passed inland and travelled across to the Bight. It was of no great intensity, and all the heavy rain preceded it. In the second period there were again signs of a 'low' out to sea off the North-West Cape, but this never developed. During the third period (15th to 17th) a 'low' apparently passed rapidly across from the North-West Cape to the Bight, but, in this case again, the fall in the barometers was inconsiderable. During nearly the whole 20 days the winds throughout the colony were from the Eastward, but there can be little doubt that all the rain came from the North-West, although the country observers were not sufficiently versed in cloud observations to make this point certain. The cloud area just escaped Perth, and we were able to see the edge of it, day after day, peeping over the Darling Ranges. The weather here was mostly fine, but unpleasant, with strong Easterly winds, and only a few points of rain. On the 23rd the character of the weather showed signs of a complete change. Our remarks on the map for that morning stated:—

"To-day's weather reports appear to indicate that the character of the season is abruptly changing from summer to winter. There are now signs of the first winter type of 'low' approaching the South-West coast, and the moonsoonal rains that have been so exceptionally heavy throughout the interior seem to have now ceased."

"This was verified later. The barometer fell rapidly to 29.674 deg. at 3 p.m. on the 24th, with a heavy North-West gale. The anemograph recorded a total horizontal motion of 150 miles between 9 a.m. and noon, and 955 miles for the 24 hours ending midnight, 24-5th, this being the greatest total yet registered. At Cape Leeuwin the barometer fell to 29.205 deg. at noon on the 25th, and the total motion of the wind for the 24 hours was 1,165 miles. The usual winter rains accompanied the passage of this disturb-

ance, giving the Coolgardie Fields even yet another downpour."

As the "mean" rainfall map attached only includes squares where there are at least five years' records, the rainfall over a great part of the goldfields is not shown; the following table, therefore, may be of interest, showing the mean yearly rainfall for each square since records were first started:—

|                     | 1897 | 1898 | 1899 | 1900 |
|---------------------|------|------|------|------|
| Nullagine ..        | —    | 1434 | 2337 | 1576 |
| Pilbarra ..         | —    | 2823 | 1373 | 2633 |
| Peak Hill ..        | —    | 175  | 1068 | 2499 |
| Wiluna, Lake Way .. | —    | —    | 855  | 2803 |
| Lake Darlot ..      | —    | —    | 888  | 1770 |
| Lawlers ..          | 610  | 397  | 616  | 1523 |
| Mt. Malcolm ..      | —    | 435  | 692  | 1223 |
| Laverton ..         | —    | 563  | 920  | 1317 |
| Menzies ..          | 468  | 463  | 768  | 1120 |
| Mt. Jackson ..      | —    | —    | 770  | 1205 |
| Kurnalpi ..         | 523  | 692  | 670  | 1128 |
| Widgemooltha ..     | —    | 945  | 880  | 1309 |

Rainfall in Points, 100 = 1 inch.

#### PERTH OBSERVATORY.

There are few public observatories in the world that can surpass the Perth Observatory for beauty of position and perfectness of equipment, and this is saying a great deal, for such scientific institutions are numerous and ancient. They date from about two centuries B.C., when Keipparchus, of Alexandria, devoted himself to astronomical investigation, discovered the processions of the equinoxes, and investigated, with considerable success, the motions of the sun, moon, and planets. Of course the appliances at his command were primitive, and the marvel is that his recorded results were so near the truth. It will be remembered that when the Allies entered Pekin in 1900, very ancient astronomical instruments were found, showing that studies of heavenly bodies were regularly carried on by the Chinese savants. The first observatory was established in Europe in 1472, at Nuremberg. Since then these all-important means for "reading the secrets of the stars" have multiplied greatly in all quarters of the globe, the Americans showing their keen interest in astronomical science by establishing many and costly observatories on public and private bases. The great British Observatory at Greenwich, near London, of course, takes first rank, and furnishes mean time to the world. Adelaide, Melbourne, and Sydney have their observatories, but in New South Wales there are two others—at Windsor and Parramatta. When, therefore, the State of Western Australia had taken its phenomenal rush to the front in Australian affairs, it was but fit and proper that an effort should be made to occupy a prominent place amongst the aspirants for scientific usefulness, and thus show that West Australians had other and more lofty aims than the mere pursuit of sudden riches. The Forrest Government obtained the necessary votes from Parliament to build and equip the Perth Observatory, and





GENERAL VIEW OF OBSERVATORY.

in September, 1896, Sir John Forrest laid the foundation-stone of the principal building. The institution occupies a most admirable and beautiful position on Mount Eliza, westward of the city, and 200 ft. above the level of the lovely Swan River, that skirts the base of the hill. The Observatory is completely supplied with the most recent instruments necessary for carrying out all the observations appropriate to the purposes of the institution. Strictly speaking, observatories deal with the science of theoretical and physical astronomy, and the measurement and publication of time. To this, however, is now added the observation of meteorological phenomena. The latter part of observatory work is that coming more immediately under the public notice, and furnishes proof that the scientific experts located on Mount Eliza are carrying out their duties with proper diligence. But for this daily evidence taxpayers might favour the common idea that the Observatory officials spent their time at the end of a telescope, gazing into space, and cogitating upon the mysteries of the universe. As a matter of fact, the work of issuing weather reports and maintaining correct time are ephemeral. The permanent work includes all climatological tables and celestial catalogues. These latter are the most important. The public may know no-

thing about them, but the scientific world benefits by the observations made.

In equipping the Perth Observatory the experience of older institutions of a similar character has been taken advantage of to the fullest extent. To visitors, the most striking feature in connection with the institution is the dome-shaped building wherein are placed the twin-equatorial telescopes. The two are mounted on one stand, with their axes parallel, so that they always point to one position in the sky. One is used for photography, and the other for visual work. Two telescopes are necessary for these reasons:—The light which we receive from the stars is composite, and consists of many colours, which do not all come to a focus in the same spot. Those rays, which most powerfully affect our retina, are situated between the red and the green, whilst those which have the greatest capacity for leaving their impress upon a sensitive photographic plate are in and beyond the violet. It is therefore necessary, in order to get the best results, to construct the lenses differently, according to the class of work to be undertaken. One object glass, with a 13-inch aperture, is constructed to bring the violet rays to a sharp focus. The other, with a 10-inch aperture, looks especially after those objects which can best be appreciated by the human eye. In the next place, as photography requires lengthy expo-

sure, and the heavens are apparently moving the whole time, it is necessary that the camera should be made to follow the paths of the stars with the greatest accuracy. Both telescopes are mounted in such a manner that they are perfectly balanced in any position. It can be readily pointed to any portion of the sky, and can be used to follow any of the heavenly stars or planets in their daily movements by means of a simple clockwork motion. It is extremely interesting to see the astronomers at work with the large telescope. It is first pointed at the required portion of the sky by means of graduated circles, the dome then easily rotates on its wall supports, and an ingeniously constructed shutter opening is brought opposite the telescope, and lowered to permit the astronomer to see the object he is aiming at. There is a dark-room adjoining the dome wherein the necessary photographic manipulation can be carried out.

Close to the dome there is placed a recently devised instrument, called the coelostat, consisting of a 12-inch mirror, perfectly plane, mounted on a rigid pedestal, and controlled by clockwork in such a manner as to rotate at exactly half the rate of the earth's movement. Upon a level concrete bed, a light horizontal table, carrying a telescope, can move centrically round the mirror,



When the mirror and telescope are adjusted in such a manner that any given object is reflected along the tube, and forms an image in the focus of the eyepiece, the telescope can remain fixed in this position, and the mirror will keep the object constantly in view as long as it remains above the horizon. In place of the telescope, a camera or spectro-scope can be mounted.

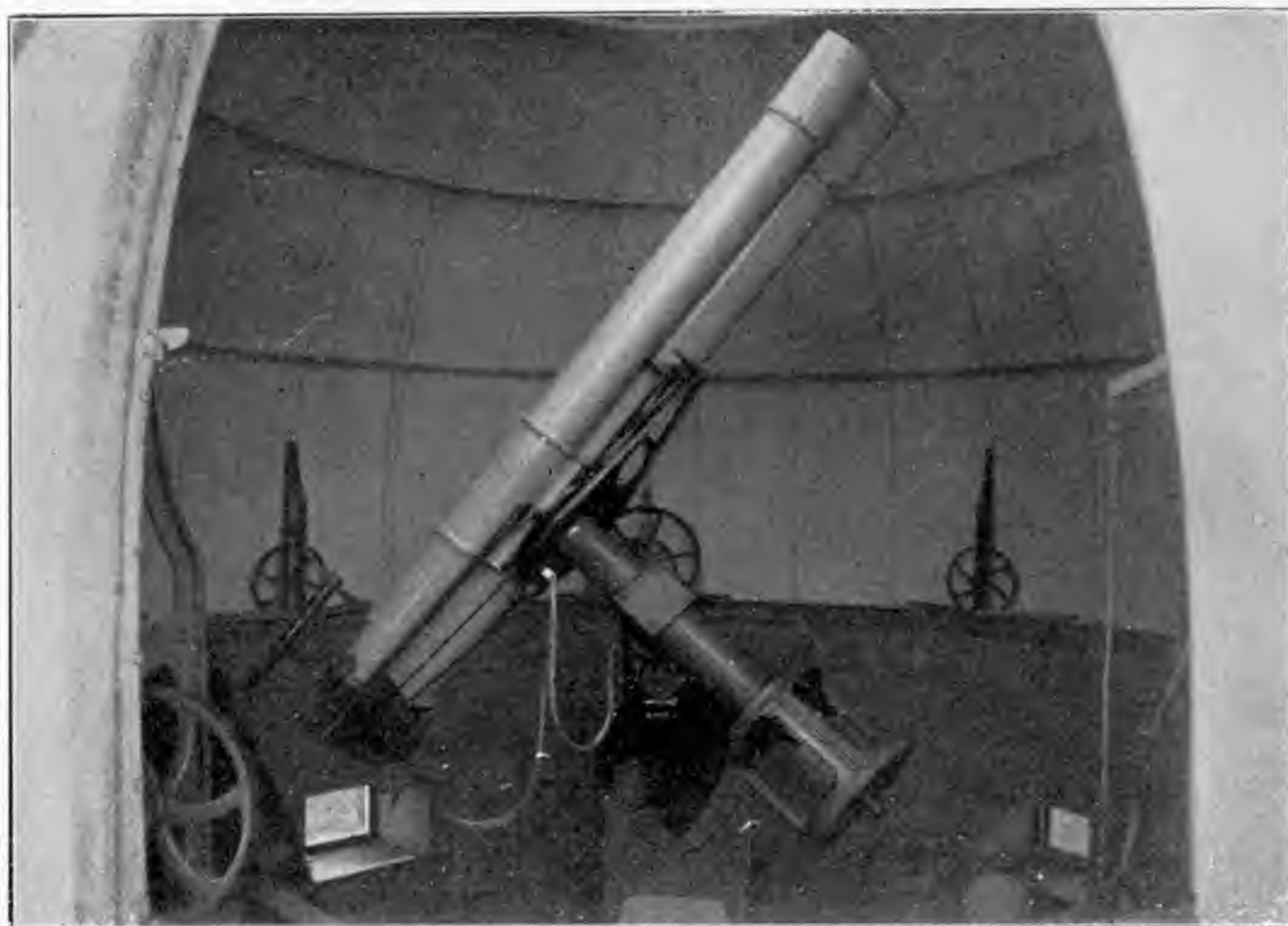
The transit house is an iron louvered room, unique in design, so as to afford terrestrial and atmospheric stability for the very delicate measures which are made with the transit circle. This instrument consists of a large telescope, with an object glass 6 inches in diameter, mounted in such a manner that it is always in the meridian, or true north and south line in the sky. The most popular use of this instrument is in the determination of the true time, but its

ment, combined with the rotation of the drum, causes the pen to describe a continuous helix. By introducing an electric current, the pen is caused to make a short off-set at the commencement of each second by the sidereal clock. When the time of any phenomenon is to be noted—for example, the passage of a star across the centre line of the transit circle—an electric key is pressed, whereupon an additional off-set is marked by the pen, and the exact moment can be marked on the sheet with any required degree of accuracy. The maintenance of correct time is generally obtained by means of the transit circle. The right ascensions of about 400 of the brightest stars have been constantly observed for some centuries, and their positions can be prognosticated for many years in advance with the greatest certainty. This is actually done for about three years ahead, and the results published in the nautical almanac. Theoretically, it

public can appreciate: They regulate the public clock at the Observatory gate, the two clocks in the principal telegraph operating room at the General Post-office, and thence a signal is sent to all the telegraph stations throughout the colony at noon daily. They drop a time-ball at Messrs. Frost and Shipham's window, in Hay-street, Perth, at exactly 1 p.m. every day. They drop a public time-ball at Fremantle at 1 p.m. daily, and at any other hour required by captains of mail steamers. This is of great assistance to navigators, enabling them to rate their chronometers for the very long run to Colombo, or the shorter but more stormy passage across the Great Australian Bight to Adelaide. The electric signals also regulate a parent clock at the principal railway stations, whence time signals are communicated daily throughout the State railway system. In addition to those automatic signals, the time is given by telephone to firms responsible for the town clocks in Perth and Fremantle, and to numerous watch-makers and others interested in keeping true time.

All the instruments in use at the Perth Observatory are the latest and best known to science. The transit circle was made by Messrs. Troughton and Simms, and is mounted in an iron room of special design constructed by Sir Howard Grubb. The astrographic equatorial is of the standard pattern by Sir Howard Grubb, and the chronograph is one of that gentleman's latest designs. The mean and sidereal clocks and chronometers are by Kullberg.

From a scientific point of view, the permanent work done at the Perth Observatory is much more important than the ephemeral, but much more popular, work of issuing weather charts and recording true time. Some years ago a representative meeting of astronomers was held in Paris, when it was agreed that the time was ripe for an international attempt to chart the sky by means of photography upon a scale never hitherto dreamed of. All the important observatories agreed to co-operate, and a suitable zone was allotted to each; and the establishment of the Perth Observatory was hailed with delight. Upon the advice of the Astronomer-Royal, it was equipped with two beautiful instruments required for the international work. By means of the astrograph, a small region of the sky is photographed. This gives a picture of all the stars down to the eleventh magnitude, and their relative positions can be measured with as great nicety upon a negative as in the telescope, or even more so. About a dozen, selected from each plate, are observed with the transit circle, and their exact positions thus obtained. From the known values of these selected stars, the exact places of all on the plate can then be determined, and eventually the world will be enriched with a most magnificent catalogue giving very accurate positions to every object in the sky as bright or brighter than an eleventh magnitude star, all reduced to the epoch January 1, 1900. This will mark the first definite stage in the pursuit of our knowledge of the construction of the universe and the evolution and mechanics of the solar systems—a pursuit in which we, as members of a mighty whole, are so vitally interested. This State is now working in



TWIN EQUATORIAL TELESCOPE.

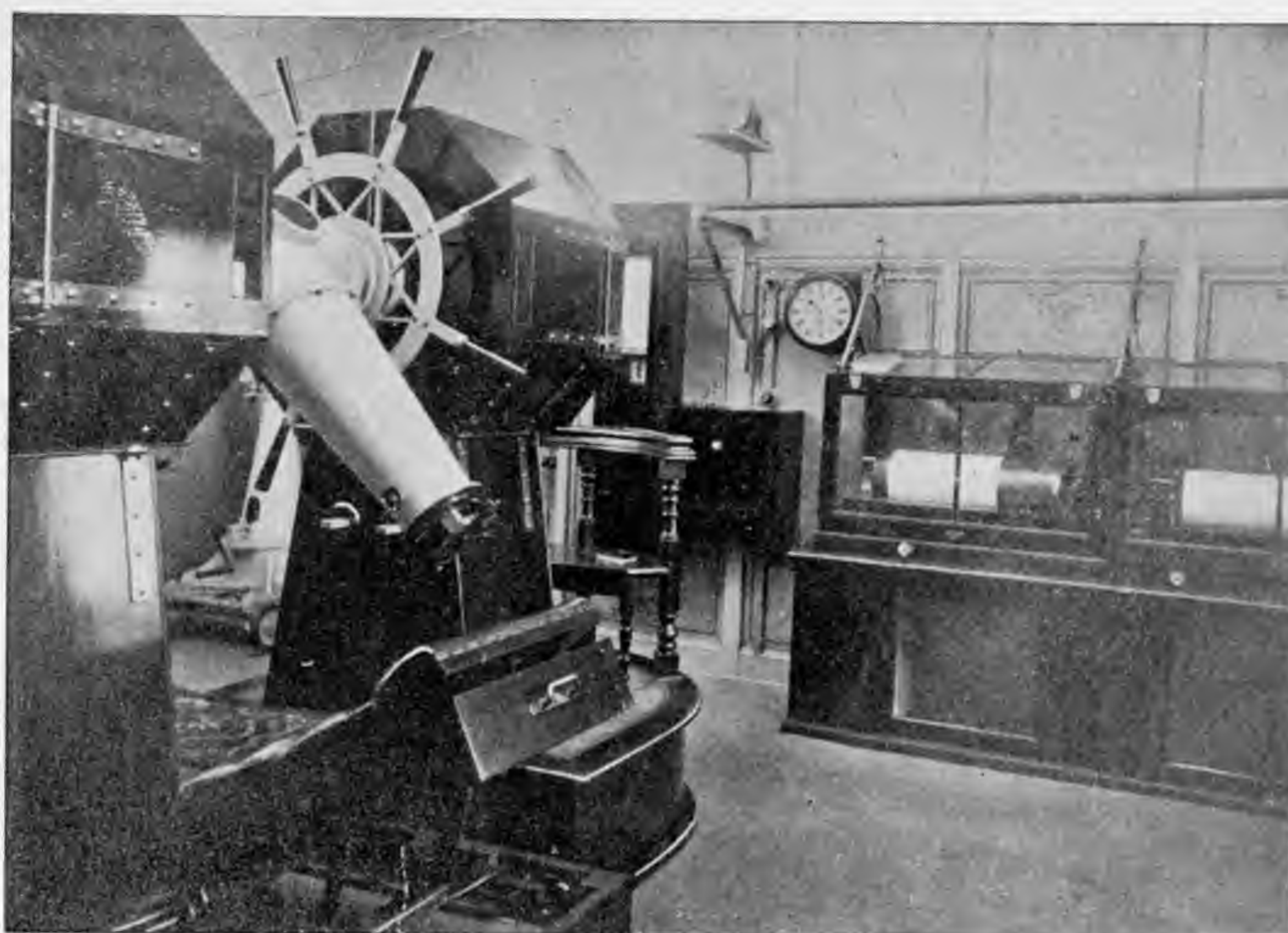
real use is the determination of the exact positions of any celestial objects. Just as the situation of a locality upon the earth's surface is fixed upon when we know its latitude and longitude, so the position of a celestial object is fixed upon when the astronomer has determined its declination and right ascension; that is, its distance in degrees, etc., north or south of the celestial equator (corresponding to the terrestrial latitude) and its angular distance east of a point upon the celestial equator, known as the "first point in Aries" (corresponding to the terrestrial longitude). In a corner of the transit room stands a fine chronograph for recording the exact instant when a phenomenon occurs. It consists of a paper-covered barrel, which rotates in exactly one minute, and is controlled by a standard sidereal clock. A fountain pen rests lightly upon the paper, and is moved slowly along in a direction parallel to the axes of the cylinder. This move-

would be sufficient to observe the time of passage of any one of the tabulated stars across the central thread of the transit circle, but in practice the time of passage over seven wires is taken, and several stars are observed in order to eliminate accidental inaccuracies in the observations. By means of a simple computation, the sidereal is converted into standard time, and the error of the standard clock is obtained. This error is corrected in the astronomer's clock by the aid of electricity, which is his most useful servant. The pendulum of the clock has a magnetic attachment arranged in such a manner that when an electric current is allowed to flow through it the rate is very slowly accelerated or retarded. This operation is usually performed at the Observatory every forenoon, in order that the one o'clock signal may be absolutely correct. The standard clock automatically issues electric signals every hour, which perform the following functions that the



unison with the rest of the civilised world. Eighteen well-equipped observatories were required to participate, and fifteen have already been at work for some years. Perth has been honoured by an invitation to take up the last zone, for which the geographical position is remarkably adapted, as this region passes almost through our zenith.

It will be interesting at this stage to glance at the meteorological instruments, and note the uses to which they are put. The most important for forecasting purposes is the barometer, or its companion the barograph. It is practically an instrument for weighing the atmosphere, the weight of which, constantly varying in the narrow limits, causes the rise and fall of the barometer. The barograph is a barometer to which a recording apparatus is fixed in such a manner that the rise and fall are automatically recorded, and can be seen on a casual inspection. The thermometers are kept in a louvered box, known as the Stevenson screen. In it are a dry and wet bulb hygrometer, and a maximum and minimum, both dry and wet. These instruments are manufactured especially for the Australian climate. The dry and wet bulbs show the temperature at any moment, and the temperature of the evaporation. By means of suitable tables, the degree of humidity and the amount of moisture in a cubic foot of air can be obtained. Near the Stevenson screen on the lawn are placed thermometers for recording the temperature of the sun. A novel method of measuring temperature is supplied by the platinum resistance thermometer. Alteration of temperature affects substances in various ways. One of the most obvious is their lineal expansion and contraction. Another effect of change of temperature is to alter the amount of resistance to the flow of an electric current, and for utilising this a fine platinum wire is found very convenient. The thermo-



TRANSIT CIRCLE AND CHRONOGRAPH.

meter consists of a coil of this wire wound on mica and enclosed in a glass or lead jacket. This is connected by means of a cable to the registering apparatus, which converts the resistance into degrees Fahrenheit automatically by means of a simple mechanism designed by Mr. W. E. Cooke, the Government Astronomer. This is the only installation of the new thermometer in Australia.

On the lawn are an evaporating tank, or atmido-meter, a rain-gauge and a

pluviometer. The latter is a self-recording rain-gauge, from the records of which it can be seen at a glance exactly when each shower started, when it finished, and how many points fell. The atmido-meter measures the depth of the evaporation from a free surface of water, and gives surprising results. It was 79 inches in 1898 and 66 inches in 1899. At Coolgardie it amounts to about 100 inches in the year. The anemometer tower, dominating the main observatory building, is a noticeable feature, and supports the self-recording wind instrument. This consists of a vane to show the direction of the wind, and four revolving cups to record the velocity. By means of a very simple instrument, they are compelled to write a history of their variable lives upon sheets of paper. The wind record is only second to that of the barometer for forecasting purposes.

From the foregoing description of the instruments in use at the observatory, it will be gathered that the "clerk of the weather" has a busy time in formulating and distributing the information at his command. From 32 stations, carefully selected from geographical considerations, readings of barometer, dry and wet bulb, maximum and minimum thermometers, direction and force of the wind, amount of rain for the previous 24 hours, cloudiness and general state of the weather are transmitted to the Observatory daily at 8 a.m. From these, the weather clerk prepares his daily report, which is written in chromographic ink, and distributed to various places in Perth and to important coastal towns. The report is also telegraphed to other States, and they reciprocate by sending returns from selected places. After these reports have been disposed of, the Isobar map of Australia is prepared, showing the region of high and low barometric pressure. The Government Astronomer then writes his forecast, which is simply



ASTROGRAPH OR EQUATORIAL TELESCOPE.





a scientific deduction based upon ascertained facts and working hypotheses.

The facts available daily are all too few. He has no certain knowledge of the atmospheric conditions to the west of him, but, in order to frame a forecast, is compelled to deduce what there are likely to be from the known distribution of pressure over the mainland, and is then in a position to say what kind of weather is likely to advance from the ocean towards the west and south-west coasts. By strictly confining himself to the ensuing twenty-four hours, Mr. Cooke has been remarkably successful in his forecasts, the percentage of perfectly correct results having been 91 in 1898 and 82 in 1899. These figures bear favourable comparison with any in the world. Besides the early morning weather reports, special forecasts are prepared for the metropolitan and goldfields press. Valuable statistics are also collected, and will in time furnish valuable information of immense practical utility to those wishing to settle on the land.

The Observatory is put to a practical use as an educational institution, for the Government Astronomer makes arrangements for giving a course of practical astronomy to those who wish to become certified surveyors. Some of the more



intelligent students from the schools are allowed to visit the Observatory occasionally to receive elementary instruc-

tion in astronomy. In fact, a good deal of educational work is being done there that more properly belongs to a university.

The last illustrations in connection with this section, dealing with the Observatory, embrace photographs of the comet which was visible in Western Australia during April and May of this year, and for these we are indebted to the courtesy of Mr. W. E. Cooke, M.A., the Government Astronomer, who kindly placed prints from the negatives at our disposal.

The following are the present members of the Observatory staff:—Mr. W. Ernest Cooke, M.A., F.R.A.S., Government Astronomer; Mr. H. M. Josceyline, B.A., first assistant; Mr. B. B. Curlew, B.A., astronomical computer and observer; Mr. G. F. Johns, senior astrographic observer; Mr. C. Nossiter, photographer and clerk; Mr. R. B. Ackland, junior astrographic observer; Mr. G. A. Cooper, weather clerk; Mr. C. S. Yeates, mechanic; Mr. T. Carey, apprentice.



#### THE GOVERNMENT ASTRONOMER.

When the West Australian Government decided to establish an observatory, the position of Government Astronomer was offered to and accepted by Mr. Cooke, who arrived in this State in January, 1896. By the advice of the Astronomer Royal of England, Mr. Cooke visited the old country in order to superintend the construction of the astronomical instruments, and took full advantage of the opportunity to embody the very latest scientific ideas, and also included a number of improvements which his experience at Adelaide had suggested. On his return to the State, and whilst the instruments and buildings were being erected, Mr. Cooke visited nearly all the meteorological stations, travelling as far north as Wyndham, and inland to the Murchison. He thoroughly reorganised this important service, equipped each station, where necessary, with new instruments, and instructed the observers in the proper discharge of their scientific duties. From the time of that visit onward, he has never lost touch with the out-stations, as he considers that a systematic inspec-



W. E. COOKE.

tion of the officers and their work is essential for obtaining reliable statistics. But, whilst looking after the country, the city was not neglected. Weather reports and charts of every description appeared regularly in the hall of the General Post-office, and forecasts were issued for the first time. Their success led to requests for local forecasts from the goldfields press, and gradually the system extended until now the daily issue is as follows: One at noon and one at 8 p.m. for the colony generally; one at 9 a.m. for Perth and its neighbourhood for the day; one for the Murchison and one for the Coolgardie fields at noon; and one for the fields at 8 p.m., published next morning in the daily press at Southern Cross, Coolgardie, Kalgoorlie, Kanowna, and Menzies.

The public time was found to be in a most unsatisfactory condition, and Mr. Cooke took this in hand almost immediately upon his arrival in the State, using a borrowed theodolite and chronometer, which were afterwards replaced by the Observatory transit circle and sidereal clock. At first all he could do was to regulate a chronometer in charge of the chief operator of the telegraph department, but now the time service is so complete that it is "on tap" at every railway and telegraph station throughout the State; and the mail steamers and other vessels at Fremantle can regulate their chronometers by the time-ball, which drops at 1 p.m. daily, as well as at any other hour specially asked for.

But Mr. Cooke is only just now directing his energies to what he conceives to be the real scientific duties of the Observatory. Hitherto, he has been burdened with the accumulations of meteorological observations which had been taken at Perth and many out-stations during the previous 25 years. These have, at last, been re-examined and discussed, and the results tabulated and embodied in a volume entitled "The Climate of Western Australia," which is going through the press, and will shortly be issued.



Meanwhile, and in order to pave the way for the necessary freedom from interruption, Mr. Cooke has made a special point of throwing open the Observatory to visitors, of whom a great number from all parts of the State have taken advantage of the opportunity and been much impressed with the sidereal wonders presented to their vision in the large equatorial. He has also contributed regular monthly notes to the press, calling attention to the principal astronomical phenomena during the coming month; has delivered a number of popular astronomical lectures, both in city and country; and, in the event of any special occurrence, such as a comet or eclipse, has given the fullest information to the public.

Recently, as mentioned elsewhere, the International Astronomical Committee have invited the Perth Observatory to become one of the co-operating observatories in the great International Photographic Scheme. The West Australian Government have consented to this, and are providing the necessary assistance, so that this State has the satisfaction of seeing its Observatory, the site of which only four years ago was a scrub-covered sand-hill, now taking its rank, and performing the same work as such old and famous institutions as those of Greenwich, Paris, Berlin, and the Cape of Good Hope; and to Mr. Cooke's untiring zeal must be given some of the credit for this result.

## Population.

The subject of population is one that is particularly interesting in connection with Western Australia, and can now be treated in a fairly accurate manner, because, on March 31, 1901, there was a general numbering of the people throughout all the Australian States and New Zealand. The value of the statistical investigations, it will be at once seen, is indispensable for the proper consideration of political, social, and economic questions. Under federation they form a necessary basis by which the relative importance of the several States can be gauged, and upon which they can be called upon to contribute towards the general revenue in such matters as defence, quarantine, and mail and telegraph subsidies. To Western Australia, as an individual State, the last census returns furnish a very valuable indication of progress. Until these numbers were ascertained, Western Australia was considered to be the least populous of the group, Tasmania having a small lead. Now, the two States change places, Tasmania being at the bottom of the list with 171,966, while Western Australia has a population of 182,553, with a strong probability of a steady increase for some years to come. The first Australian census was taken in 1828, but in a very imperfect manner according to twentieth century ideas. From 1861 the census was taken decennially, but for many years the registrars in each State followed methods of their own. In order to secure exactitude and

uniformity in scheduling and tabulating statistics relating to population, three conferences of Australian statisticians were held. The last and most important took place at Hobart, in 1900, where the Australian system of census classification was decided on, and this is believed to be a very perfect one.

The population of Australia, according to the enumeration of March 31, 1901, stands as follows:—

|                   |    |           |
|-------------------|----|-----------|
| New South Wales   | .. | 1,362,232 |
| Victoria          | .. | 1,195,874 |
| Queensland        | .. | 502,892   |
| South Australia   | .. | 362,595   |
| Western Australia | .. | 182,553   |
| Tasmania          | .. | 171,066   |
| Total             | .. | 3,777,212 |

New Zealand has a population of 816,289. From these figures the relative positions of the several States can be seen at a glance. Before giving some details of the late census, it will be interesting to note that since the census taken in April, 1891, the population of Western Australia has increased from 49,782 to 182,553. This increase is, of course, very unusual, and is largely due to immigration, induced by the brighter prospects of this State, chiefly from the eastern States, of 117,503, and 15,268 by excess of births over deaths, making a total of 132,771. The increase per cent. since the former census amounts to 266.70, which is a rate of progress not likely to be repeated during the current decennial period. The population in thirty-seven magisterial districts of Western Australia is as follows:—

|                      |    |        |
|----------------------|----|--------|
| Perth                | .. | 43,646 |
| East Coolgardie      | .. | 25,724 |
| Fremantle            | .. | 23,477 |
| Coolgardie           | .. | 8,307  |
| Swan                 | .. | 7,852  |
| Wellington           | .. | 6,797  |
| Plantagenet          | .. | 6,243  |
| Victoria             | .. | 6,210  |
| North Coolgardie     | .. | 4,683  |
| Murchison            | .. | 4,541  |
| Northam              | .. | 4,385  |
| Mount Margaret       | .. | 4,301  |
| York                 | .. | 3,952  |
| Murray               | .. | 3,544  |
| Katanning            | .. | 2,965  |
| Toodyay              | .. | 2,904  |
| N.E. Coolgardie      | .. | 2,676  |
| Blackwood            | .. | 2,291  |
| Sussex               | .. | 2,004  |
| Broome               | .. | 1,678  |
| Broad Arrow          | .. | 1,610  |
| East Murchison       | .. | 1,582  |
| Dundas               | .. | 1,578  |
| Yilgarn              | .. | 1,546  |
| Collie               | .. | 1,402  |
| Roebourne            | .. | 1,098  |
| Pilbarra             | .. | 1,010  |
| Gascoyne             | .. | 819    |
| Yalgoo               | .. | 738    |
| Peak Hill            | .. | 671    |
| Esperance            | .. | 505    |
| Phillips River       | .. | 501    |
| Williams             | .. | 490    |
| West Kimberley       | .. | 244    |
| Ashburton            | .. | 229    |
| Kimberley Goldfields | .. | 133    |
| East Kimberley       | .. | 84     |

From these figures it will be seen that the crowding of the population into metropolitan centres is not objectionably great.

There are thirty-nine municipalities in Western Australia to which the following figures relate:—

|                  |    |        |
|------------------|----|--------|
| Perth            | .. | 27,471 |
| Fremantle        | .. | 14,623 |
| Kalgoorlie       | .. | 6,583  |
| Boulder          | .. | 4,553  |
| Albany           | .. | 3,610  |
| Coolgardie       | .. | 4,213  |
| North Fremantle  | .. | 3,247  |
| Subiaco          | .. | 2,966  |
| Geraldton        | .. | 2,593  |
| Leederville      | .. | 2,551  |
| East Fremantle   | .. | 2,489  |
| Bunbury          | .. | 2,448  |
| Northam          | .. | 2,017  |
| Claremont        | .. | 1,997  |
| Midland Junction | .. | 1,560  |
| Menzies          | .. | 1,470  |
| Guildford        | .. | 1,424  |
| York             | .. | 1,361  |
| Victoria Park    | .. | 1,260  |
| Cue              | .. | 1,197  |
| Kanowna          | .. | 1,040  |
| Mount Morgans    | .. | 644    |
| Southern Cross   | .. | 563    |
| Busselton        | .. | 477    |
| Mount Magnet     | .. | 376    |
| Broad Arrow      | .. | 369    |
| Day Dawn         | .. | 353    |
| Newcastle        | .. | 339    |
| Esperance        | .. | 332    |
| Leonora          | .. | 316    |
| Roebourne        | .. | 310    |
| Carnarvon        | .. | 300    |
| Norseman         | .. | 259    |
| Malcolm          | .. | 251    |
| Beverley         | .. | 194    |
| Bulong           | .. | 190    |
| Gingin           | .. | 165    |
| Cossack          | .. | 164    |
| Nannine          | .. | 93     |

Municipal government was begun in 1871, when Perth, Fremantle, Albany, Geraldton, Bunbury, Busselton, Guildford, and York were proclaimed municipalities. Since then the number has gradually increased, but the scattered nature of the population retards the multiplication of these useful means of local government.

The question of the proportion of the sexes is a very important one in connection with census matters, and in this respect Western Australia stands in an exceptional position. In Australia, as a whole, the female population increased during the last census period from 1,474,314 to 1,788,264, that is, by 313,950, while the male population increased from 1,708,943 to 1,988,948, that is, by only 280,005. The increase in the proportion of females during the ten years has been brought about solely by there being fewer deaths amongst them than amongst the males, the excess of male deaths being 76,119. In Western Australia the proportion of females to each 100 males was 62.86, the census numbers being 112,094 males to 70,759 females. As would naturally be expected, the proportion between the sexes was much more even in the towns and settled districts than in the bush and in mining camps. The Perth magisterial district had 87.51 females to each 100 males; Wellington had a proportion of 79.47; York, 77.06; Victoria, 75.32; Plantagenet, 74.29; Fremantle, 71.56; Toodyay, 71.13; Williams, 70.14. Coming to the remote goldfields the disproportion is very marked. At Kimberley the proportion of females to males was only



6.40 per cent.; Broome, 7.29; Pilbarra, 8.02. The older municipalities show up in a more satisfactory manner. Guildford had the largest proportion of females to males, the former numbering 721 as against 703 males, or a percentage of 102.56; York had 101.93; Newcastle, 101.79; Albany, 100.67; Bunbury, 99.51. Amongst the municipalities suburban to Perth, Subiaco shows a percentage of 96.42 per cent. of females to males; Claremont, 92.76; Leederville, 91.37; Victoria Park, 89.18; East Fremantle, 87.99; North Fremantle, 80.39; Fremantle, 76.12. The goldfields statistics show great disproportions between the sexes. At Coolgardie the percentage was 76.45 females to males; Bulong, 68.94; Malcolm, 70.75; Norseman, 69.28; Boulder, 68.94; Kanowna, 65.08; Kalgoorlie, 65.03; Mount Morgans, 27.78; Nannine, 29.17.

The statistics relating to Perth and suburbs show that the residents number 19,057 males and 17,142 females, making a total of 36,199. The proportion of sexes is very evenly balanced throughout, showing a percentage of 89.95 females to males. In these districts there were 103.47 females to every 100 males when the 1881 census was taken. At the next census, 1891, the proportion had fallen to 99.27, and at the last census, owing to the large influx of males from the eastern States, there was a further decrease to 89.18 per cent. The figures quoted in this article emphasise the fact that population is greatly wanted in Western Australia. The State has an area of 975,920 square miles, but the density of the population only amounts to 0.19 per square mile. Australia, as a whole, has a little more than one and a quarter persons to the square mile, which is less than one eighty-fifth of the density of Europe, and about one-eighth of the density of North and South America. Victoria, the most populous of the Australian States, in proportion to area, has 13.63 persons to the square mile.

## Industrial.

The various industries of Western Australia give every promise of rapid and continuous expansion. With their expansion the opportunities afforded to the skilled and unskilled labourer to obtain remunerative employment will certainly increase. The policy of the Government of the country is to give the labourer every opportunity of becoming a producer, and of turning the labour of his hands to the most profitable account both for himself and for the State. Fruit-growing, vegetable-growing, poultry-raising and pig-breeding are all branches of industry which the man of small means might well undertake, since cheap land and good markets are assured to him. Every labourer is, of course, not fitted to at once undertake agricultural pursuits on his own account. However, the man who has some knowledge of farm work, is prepared to work, and has a little capital, will find that, with the assistance afforded him by the State, profitable farming is within his reach. The increasing activity in agri-

cultural circles has made great demands upon the supply of suitable labour available. Reports are periodically issued from the Government Labour Bureau embodying returns from the various Resident Magistrates showing the conditions of the labour market throughout the State. From the latest available report of the Bureau it would appear that there is, and has been for some time, a great dearth of agricultural labourers in all the farming districts. At the gold-mining centres of Coolgardie, Kalgoorlie, Boulder and Kanowna the supply of labour equals the demand in all branches, the only exception being in the case of female domestic servants, who are also scarce at Perth, Fremantle, Collie, Esperance, Albany and at other places.

With regard to the scarcity of female servants, it may be mentioned that the Government provides for the immigration of servant girls at intervals. In July, 1901, 45 girls reached Fremantle under the care of the Immigration Department in the s.s. "Perthshire," while within the preceding few months two batches of 50 each were landed.

The want of agricultural labourers will be found referred to in the accounts given in this work of various farms throughout the State. Forest Ranger Paterson, of Chidlow's Wells district, in his report to the Government of June, 30, 1901, writes: "The scarcity of labour prevailing in agricultural districts will be mainly responsible for a considerably reduced area under cultivation this season." Inspector Randford, the Government Land Agent at Katanning, in his report of the same date, also mentions the scarcity of farm labour in his district, but adds that, notwithstanding this, the area under crop will be largely increased owing to the influx of farmers into the district from the eastern States.

The Mining Industry affords employment to a large number of men. Here, also, owing to the general policy pursued by the Government, every inducement is offered the individual of becoming a producer of gold. Public batteries have been erected in several districts on the goldfields, at which prospectors may have their quartz crushed at a reasonable rate. This enables the worker, in many cases, to draw the reward for his labour direct from the riches of the earth. According to the last report of the Mines Department available at the time of writing, the number of men employed in gold, coal, copper, lead and tin mines in the State was 17,131, of whom 8,287 worked above and 8,844 below ground. To these are to be added the prospectors searching for alluvial gold, numbering 4,920, making the total 22,051. The great majority of these are, of course, engaged in gold-mining. In addition to those mentioned a large number of men are employed on the various mining fields in the carriage, with horse-teams, of machinery and stores. Most of the carrying of stores from the railway termini to the distant parts of the fields is, however, done by camels, with Afghan drivers. It is contemplated, under Federation, to prohibit any further importation of alien labour, and in such case a wider field, in this direction, will be opened to the white labourer. Timber-

getting for the mines also provides a good deal of employment for men and horse-teams, and most of this work is done by small contractors. Storekeeping and the building, blacksmithing and other necessary trades engage a large number of men in the various mining townships. The timber industry is one that creates many avenues of employment. About 3,000 men are directly employed by the various forest sawmills, while a fairly large number is engaged in the town sawmills. This does not, of course, represent anything near the full number of people whose means of livelihood depend upon the working of the mills. The State employs directly a very large number of employes in the Railways, Public Works and various other departments under its control—the number being greatly increased by the carrying out of very large works like the Coolgardie Water Scheme and Fremantle Harbour Works. In addition, there is a big outlet for labour in the Pastoral, Fishing, Pearling and Guano industries, while the amount of shipping at the various ports also gives a large amount of employment. In 1900 the number of vessels trading with Western Australia was 769 in and 747 out; the amount of tonnage inward being 1,625,696 tons, and outward 1,606,332 tons. The sandalwood trade is one that also employs a number of men in cutting and carting. In 1900 5,095 tons of this wood, valued at £39,038, were exported, principally to Hong-kong, China, and Singapore. There are also in the State a small number of persons who live by the sale of native skins. The value of kangaroo skins exported during 1900 was £13,299, and of opossum skins, £2,237.

## MANUFACTURES.

The manufactures of the State are making steady progress. The impetus they received owing to the influx of population in 1892 was not as great as might be expected. Owing to want of competition in shipping circles at the time, and to the great amount of traffic, freights on the raw material imported were very high. Again, although the population was increasing by leaps and bounds, it was difficult to secure a supply of skilled labour owing to the desire of everyone to try his fortune on the goldfields. Recently, however, things having become more settled, the manufacturing industry has begun to assume greater proportions. There are at the present time 10,980 persons, of whom 10,134 are males and 846 are females, engaged in the various industrial establishments of the State. The local manufacturers are protected in many directions, while the free list includes nearly all the raw material used by them. Under Federation Western Australia has the privilege of retaining her inter-State duties on a sliding scale, if she so desires, for a period of five years from the imposition of the Federal tariff. If she so elects, these duties will be diminished by 20 per cent. each year, until at the expiration of five years they will be extinguished. The local manufacturers have no fear but that at the end of the five years they will be able to compete, without any fear of the result, with the manufacturers of the eastern States. This can be readily



understood when we consider the advantages that will be possessed by the established manufacturer. He will be in close touch with his market, and will be in a position to save all transit charges. Since the industries established in the State are all of a useful and necessary character, the increasing population that is assured to Western Australia will also be greatly in his favour.

A Chamber of Manufactures, formed to watch over the interests of the manufacturers of the State, was formed some two years ago. The President of this body (elected at the second annual meeting, on August 9, 1901) is Mr. W. Dunlop, and the Secretary, Mr. J. Phair. Under the auspices of the Chamber, an exhibition of locally manufactured articles was held in Perth, in October, 1899. The greatest astonishment was expressed by visitors, not only at the

numerical strength of the exhibits, but likewise respecting the superior quality of the great majority of them. There were about 150 sections in all; and the number of entries in each was of a most satisfactory and encouraging character. A city site has now been granted by the Government for the use of the Chamber, and it is proposed to erect a permanent building suitable for exhibition purposes.

The local Chamber sent delegates to the Inter-State Tariff Conference of Manufacturers held at Sydney in 1900, and when the proposed Federal Council of Manufactures has been formed, the local body will be represented. During the past year (1900) the Consul for Belgium (Mr. E. C. Shenton) wrote, informing the Chamber that Belgian capital was available for investment in established local manufactures and new industries capable of development.

The following table gives the number of industrial establishments (exclusive of mines) in Western Australia from which Returns were received, under the provisions of the "Industrial Statistics Act," and the number of males and females employed in such establishments for the year 1900. The industrial establishments here dealt with are those which, excluding mines, come under the definition given in the Industrial Statistics Act, each being a "factory, workshop or mill, where either four persons or more have been employed at any one time during the year, or where an engine driven by steam, gas, oil, or electricity has been used, whatever be the number of persons employed."

A list is also given of the articles imported during 1900, with the value of the importation set opposite each:—

| NATURE OF INDUSTRY.                                                                        | No. of Establishments. | AVERAGE NUMBER EMPLOYED. |          |        | ARTICLES IMPORTED DURING 1900.                | VALUE.  |
|--------------------------------------------------------------------------------------------|------------------------|--------------------------|----------|--------|-----------------------------------------------|---------|
|                                                                                            |                        | Males.                   | Females. | Total. |                                               |         |
| Tanneries .. .. .                                                                          | 4                      | 36                       |          | 36     |                                               |         |
| Bone Mills .. .. .                                                                         | 2                      | 5                        |          | 5      |                                               |         |
| FOOD.                                                                                      |                        |                          |          |        |                                               |         |
| Bakeries .. .. .                                                                           | 54                     | 304                      | 7        | 311    |                                               | £       |
| Condiments, Coffee, &c. .. .. .                                                            | 4                      | 41                       | 18       | 59     | Oilmen's Stores .. .. .                       | 15,431  |
| Confectionery Works .. .. .                                                                | 7                      | 51                       | 36       | 87     | Cakes and Puddings .. .. .                    | 15,796  |
| Flour Mills .. .. .                                                                        | 18                     | 99                       |          | 99     | Oatmeal .. .. .                               | 11,982  |
|                                                                                            |                        |                          |          |        | Sauces .. .. .                                | 12,508  |
| Ice and Refrigerating Works .. .. .                                                        | 5                      | 61                       | 1        | 62     | Animals, living .. .. .                       | 228,260 |
| Bacon Factory .. .. .                                                                      | 1                      |                          |          |        |                                               |         |
| Biscuit Factory .. .. .                                                                    | 1                      |                          |          |        | Sugar, Molasses, and Treacle .. .. .          | 132,807 |
| Butter Factory .. .. .                                                                     | 1                      | 37                       | 9        | 46     | Biscuits .. .. .                              | 12,669  |
| Fish Preserving Works .. .. .                                                              | 1                      |                          |          |        | Rice .. .. .                                  | 14,174  |
| Pickle Factory .. .. .                                                                     | 1                      |                          |          |        | Preserved Fish .. .. .                        | 29,844  |
|                                                                                            |                        |                          |          |        | Jams, Jellies, and Preserves .. .. .          | 48,731  |
| DRINK.                                                                                     |                        |                          |          |        |                                               |         |
| Aerated Water and Cordial Factories .. .. .                                                | 57                     | 326                      | 4        | 330    | Fruit, Bottled and Tinned .. .. .             | 35,389  |
| Breweries .. .. .                                                                          | 31                     | 364                      |          | 364    | Fruit, Dried .. .. .                          | 16,890  |
|                                                                                            |                        |                          |          |        | Vegetables, Preserved .. .. .                 | 16,381  |
| Wine-making Establishments .. .. .                                                         | 5                      | 24                       |          | 24     |                                               |         |
| Water-condensing Works .. .. .                                                             | 21                     | 127                      | 1        | 128    | Malt .. .. .                                  | 26,739  |
|                                                                                            |                        |                          |          |        | Hops .. .. .                                  | 13,948  |
| CLOTHING.                                                                                  |                        |                          |          |        |                                               |         |
| Boot and Shoe Factories .. .. .                                                            | 17                     | 284                      | 58       | 342    | Beer, Wines, and Spirits .. .. .              | 236,743 |
| Dressmaking and Millinery Establishments .. .. .                                           | 24                     |                          | 241      | 241    |                                               |         |
| Tailoring Establishments .. .. .                                                           | 49                     | 286                      | 315      | 601    | Apparel and Drapery .. .. .                   | 666,032 |
|                                                                                            |                        |                          |          |        | Boots and Shoes .. .. .                       | 108,385 |
| BUILDING MATERIALS.                                                                        |                        |                          |          |        |                                               |         |
| Brick Works .. .. .                                                                        | 24                     | 363                      |          | 363    | Hats and Bonnets .. .. .                      | 5,958   |
| Quarries and Lime Works .. .. .                                                            | 15                     | 221                      | 2        | 223    |                                               |         |
| Sawmills (Forest) .. .. .                                                                  | 23                     | 2,932                    | 3        | 2,935  |                                               |         |
| Sawmills (Town) and Joinery Works .. .. .                                                  | 26                     | 455                      |          | 455    | Timber .. .. .                                | 53,081  |
| Glazing Establishments .. .. .                                                             | 2                      |                          | 1        | 32     | Floors .. .. .                                | 3,478   |
| Paint Works .. .. .                                                                        | 1                      | 31                       |          |        | Canvas .. .. .                                | 21,225  |
|                                                                                            |                        |                          |          |        | Cement .. .. .                                | 14,385  |
| METAL WORKS, &c.                                                                           |                        |                          |          |        |                                               |         |
| Agricultural Implement Works .. .. .                                                       | 4                      | 34                       |          | 34     | Glass and Glassware .. .. .                   | 17,167  |
| Electrical Engineering Works .. .. .                                                       | 4                      | 87                       |          | 87     |                                               |         |
| Engineering Works, Iron Works, Foundries, Plumbing, and Tinsmithing Establishments .. .. . | 39                     | 1,171                    | 4        | 1,175  | Agricultural Implements and Machinery .. .. . | 25,998  |
| Railway Workshops .. .. .                                                                  | 3                      | 809                      | 2        | 811    | Machinery (except Agricultural) .. .. .       | 513,551 |
|                                                                                            |                        |                          |          |        | Nails, Tacks, Bolts and Nuts .. .. .          | 23,669  |
| Forward .. .. .                                                                            | 444                    | 8,148                    | 772      | 8,850  | Pumps and Apparatus for Raising Water .. .. . | 14,402  |
|                                                                                            |                        |                          |          |        | Boilers, Land and Marine .. .. .              | 6,966   |
|                                                                                            |                        |                          |          |        | Iron, Hardware, and Ironmongery .. .. .       | 336,921 |
|                                                                                            |                        |                          |          |        | Railway Plant .. .. .                         | 130,996 |
|                                                                                            |                        |                          |          |        | Cutlery .. .. .                               | 9,592   |
|                                                                                            |                        |                          |          |        | Steel .. .. .                                 | 316,600 |
|                                                                                            |                        |                          |          |        | Tools .. .. .                                 | 28,258  |
|                                                                                            |                        |                          |          |        | Cordage .. .. .                               | 22,806  |







and 250 bogie trucks, and to erect workshops in the State, wherein everything would be manufactured with the exception of the wheels and axles. The under frames and all woodwork would consist of either jarrah, karri, or tuart, it being the opinion of several large English railway waggon builders that West Australian timber is much superior to steel for building railway trucks.

### WAGES.

The following list, giving the average rates of wages in the settled South-Western Districts and on the goldfields of Western Australia (exclusive of board and lodging, except where otherwise stated), is taken from the compilation made by the Registrar-General of the State, from the latest returns received under the provisions of the Industrial Statistics Act:—

| Occupation.                            | In the Settled<br>S.-Western<br>Districts.<br>£ s. d. | Goldfields.<br>£ s. d. |
|----------------------------------------|-------------------------------------------------------|------------------------|
| Aerated-water makers                   | 3 0 0                                                 | 3 10 0                 |
| Bakers                                 | 3 0 0                                                 | 4 0 0                  |
| Barmaids (in. b. and l.)               | 1 15 0                                                | 2 10 0                 |
| Barmen                                 | 2 0 0                                                 | 3 0 0                  |
| Bicycle-makers                         | 2 15 0                                                | —                      |
| Blacksmiths                            | 3 0 0                                                 | 4 0 0                  |
| Boilermakers                           | 3 12 0                                                | 4 10 0                 |
| Bookbinders                            | 2 12 6                                                | —                      |
| Bootmakers                             | 2 15 0                                                | —                      |
| Boundary riders (b. and l.), per annum | 45 0 0                                                | —                      |
| Brewers                                | 7 0 0                                                 | 8 0 0                  |
| Bricklayers                            | 3 6 0                                                 | 4 16 0                 |
| Brickmakers                            | 2 14 0                                                | 3 12 0                 |
| Bullock Drivers (b. and l.), per annum | 55 0 0                                                | —                      |
| Butchers                               | 3 0 0                                                 | —                      |
| Cabinetmakers                          | 2 14 0                                                | —                      |
| Candlemoulders                         | 2 0 0                                                 | —                      |
| Carpenters                             | 3 0 0                                                 | 4 16 0                 |
| Carters                                | 2 2 0                                                 | 3 0 0                  |
| Coachmen (b. and l.)                   | 1 10 0                                                | —                      |
| Confectioners                          | 3 0 0                                                 | —                      |
| Compositors (journey-men)              | 2 15 0                                                | 3 15 0                 |
| Cooks, male (b. and l.)                | 2 10 0                                                | 4 10 0                 |
| Cooks, female (b. and l.)              | 1 15 0                                                | 3 0 0                  |
| Coopers                                | 3 0 0                                                 | 4 5 0                  |
| Cutters, tailors'                      | 5 0 0                                                 | —                      |
| Drapers (male)                         | 2 10 0                                                | 4 0 0                  |
| Drapers (female)                       | 1 10 0                                                | 2 5 0                  |
| Dressmakers                            | 1 10 0                                                | 2 0 0                  |
| Engine-drivers                         | 3 0 0                                                 | 4 0 0                  |
| Engine-fitters                         | 3 6 0                                                 | 4 15 0                 |
| Farm labourers                         | 1 12 6                                                | —                      |
| Flourmillers                           | 3 0 0                                                 | —                      |
| Gasfitters                             | 3 0 0                                                 | —                      |
| General labourers                      | 2 8 0                                                 | 3 6 0                  |
| General servants, female (b. and l.)   | 1 0 0                                                 | 2 0 0                  |
| Glaziers                               | 3 0 0                                                 | —                      |
| Grocers                                | 2 5 0                                                 | 3 10 0                 |
| Hairdressers                           | 3 0 0                                                 | 4 0 0                  |
| Harnessmakers                          | 2 8 0                                                 | —                      |
| Hod-carriers                           | 2 11 0                                                | 3 12 0                 |
| Housemaids (b. and l.)                 | 0 17 6                                                | 1 10 0                 |
| Ironmongers                            | 3 0 0                                                 | 4 0 0                  |
| Ironmoulders                           | 3 6 0                                                 | 4 10 0                 |
| Ironworkers                            | 3 0 0                                                 | —                      |
| Jewellers                              | 3 0 0                                                 | —                      |
| Joiners                                | 3 0 0                                                 | 4 4 0                  |
| Labourers, general                     | 2 8 0                                                 | 3 6 0                  |
| Laundresses (b. and l.)                | 1 5 0                                                 | 2 10 0                 |
| Letterpress machinists                 | 2 10 0                                                | 3 10 0                 |
| Lithographers journey-men              | 2 15 0                                                | —                      |
| Lumpers                                | 4 0 0                                                 | —                      |
| Marble masons                          | 3 0 0                                                 | —                      |

| Occupation.                                                | In the Settled<br>S.-Western<br>Districts.<br>£ s. d. | Goldfields.<br>£ s. d. |
|------------------------------------------------------------|-------------------------------------------------------|------------------------|
| Married couples for farms, per annum                       | 90 0 0                                                | —                      |
| Masons, stone                                              | 3 12 0                                                | 4 16 0                 |
| Milliners                                                  | 1 10 0                                                | —                      |
| Millers, flour                                             | 3 0 0                                                 | —                      |
| Miners, gold                                               | 2 14 0                                                | 3 15 0                 |
| Mowers, hand                                               | 1 17 6                                                | —                      |
| Nursemaids (b. and l.)                                     | 0 12 6                                                | 1 5 0                  |
| Orchard Hands                                              | 1 15 0                                                | —                      |
| Painters                                                   | 2 15 0                                                | 4 4 0                  |
| Parlormaid (b. and l.)                                     | 0 17 6                                                | 1 10 0                 |
| Plasterers                                                 | 2 14 0                                                | 4 16 0                 |
| Ploughmen                                                  | 1 17 0                                                | —                      |
| Plumbers                                                   | 3 0 0                                                 | 4 10 0                 |
| Polishers                                                  | 2 8 0                                                 | —                      |
| Quarrymen                                                  | 2 14 0                                                | —                      |
| Reapers                                                    | 1 15 0                                                | —                      |
| Retouchers                                                 | 2 15 0                                                | —                      |
| Saddlemakers                                               | 2 10 0                                                | —                      |
| Sawyers                                                    | 3 6 0                                                 | 4 0 0                  |
| Scullerymen (b. and l.)                                    | 1 5 0                                                 | 2 5 0                  |
| Servants, general—female (b. and l.)                       | 1 0 0                                                 | 2 0 0                  |
| Shearers, per 100 sheep                                    | 1 2 6                                                 | —                      |
| Soapboilers                                                | 3 0 0                                                 | —                      |
| Stockmen, per annum                                        | 68 0 0                                                | —                      |
| Tailoresses                                                | 1 15 0                                                | —                      |
| Tailors                                                    | 3 10 0                                                | —                      |
| Tanners                                                    | 2 10 0                                                | —                      |
| Teamsters                                                  | 3 0 0                                                 | —                      |
| Turners, wood                                              | 3 0 0                                                 | —                      |
| Upholsterers                                               | 3 0 0                                                 | —                      |
| Waiters (b. and l.)                                        | 1 10 0                                                | 2 10 0                 |
| Waitresses (b. and l.)                                     | 1 5 0                                                 | 2 0 0                  |
| Wharf labourers                                            | 4 0 0                                                 | —                      |
| Wheelwrights                                               | 3 0 0                                                 | 4 0 0                  |
| Government Railway Servants throughout the State, per day— |                                                       |                        |
| Gangers                                                    | 0 8 0                                                 | —                      |
| Guards                                                     | 0 9 0                                                 | —                      |
| Labourers                                                  | 0 7 0                                                 | —                      |
| Locomotive engine-drivers                                  | 0 11 0                                                | —                      |
| Locomotive firemen                                         | 0 8 6                                                 | —                      |
| Locomotive cleaners                                        | 0 6 6                                                 | —                      |
| Porters                                                    | 0 7 0                                                 | —                      |
| Shunters                                                   | 0 8 0                                                 | —                      |
| Signalmen                                                  | 0 9 6                                                 | —                      |

B and l signifies board and lodging.

### COST OF LIVING.

The following are the average retail prices in Perth for many of the articles in common use. Upon the goldfields the cost of these commodities is in most cases higher:

Bacon, 1s. 1d. per lb.; hams, 1s. 6d. per lb.; butter, 1s. 4d. per lb.; cheese, 1s. 2d. per lb.; eggs (local), 2s. 6d. per dozen, imported, 1s. 3d. per dozen; potatoes, 1s. 3d. per stone; onions, 2d. per lb.; chaff, £7 per ton; bread, 3d. per 2 lb. loaf; milk (condensed), 6d. per tin; milk (fresh), 3d. per pint; oranges, 2s. 6d. per dozen; mandarins, 1s. 6d.; lemons, 1s. per doz.; liguats, 1s. per lb.; passion fruit, 9d. per doz.; apples, 1s. per lb.; bananas, 9d. per doz.; cabbage, 1d. per lb.; cauliflower, 1½d. per lb.

Fowls, 7s. per pair; ducks, 8s. per pair; geese, 21s. per pair; turkeys, 26s. per pair; beef, fresh, 8d. per lb.; mutton, fresh, 7d. per lb.; pork, 8½d. per lb.; kerosene, 9s. 6d. per case; firewood, 18s. 6d. per cord.

The cost of living in Perth is also considerably enhanced by the high rents prevailing. Board and lodging of a kind to meet the requirements of a labouring man may be had for £1 per week. There are numerous restaurants in the city, which provide good food at a price of 1s. per meal. Accommodation (board and lodging) may be had at hotels of the middle class at the rate of 30s. per week. At Kalgoorlie and other settled places upon the goldfields restaurants provide very good board at from 25s. to 30s. per week—the latter price obtaining as far out as at Leonora, on the Mt. Margaret field. In these cases the patrons of the restaurants provide their own camps for sleeping purposes. Hotel accommodation averages upon the goldfields about £3 per week.

### LEGISLATION.

**INDUSTRIAL CONCILIATION AND ARBITRATION ACT.**—There is in force in the State the Industrial Conciliation and Arbitration Act, 1900, to provide for the settlement of industrial disputes by reference to Boards of Conciliation or Courts of Arbitration. The Act as it at present stands does not, however, give entire satisfaction, for since its definition of "worker" does not include those engaged in clerical employment, many unions which include clerical workers are shut out from availing themselves of its provisions. The present Act also provides for a certain deposit of money to be made by unions before commencing or continuing proceedings in the court. In order to give every opportunity for the settlement of disputes and to prevent the occurrence of strikes, a new Bill has been drafted for submission to Parliament. This measure proposes a more extended interpretation of the term "worker," that the section requiring unions to deposit moneys with the court before commencing proceedings shall not be retained, and that the number of employers required to constitute an Industrial Union shall be reduced from five to two, and of employes from fifteen to seven. Other changes to facilitate the purpose of the measure are also proposed.

**EARLY CLOSING ACT, 1898.**—By this Act certain districts are proclaimed within which shops are allowed to open only from 8 a.m. to 6 p.m., and on either Wednesday or Saturday in each week to 10 p.m. Every shop shall be closed for a half-holiday at least one week-day in each week, except a week in which a public holiday intervenes. Assistants in dairies or in butchers', green-grocers', fruiterers', or bakers' shops may be employed before 8 a.m. No woman or person under sixteen is allowed to be employed in any shop longer than forty-eight hours in the week, exclusive of the time allowed for meals. Barbers and hairdressers' employes are not allowed to work longer than 7.30 p.m. on week-days and 10 p.m. on Saturdays, except on days preceding certain public holidays, such as Christmas Day, etc. All shop assistants are entitled to one hour between 12 noon and 3 p.m. each day for dinner, and on Saturday must also be allowed one hour for tea between 5 and 7 in the evening. Certain shops are exempt from closing at 6 p.m. These are chemists and drug-



gists, tea and coffee houses, fish and oyster saloons, confectioners, tobacconists, restaurants, news agents, stationers and booksellers, undertakers, florists, and butchers; but in these shops the assistants must be allowed a half-holiday in each week.

**WORKMEN'S LIEN ACT, 1897.**—When a person owes money to a contractor for work done, the latter's workmen, if they obtain a judgment against him, may obtain a certificate of the cause of debt, and may serve notice on the contractee requiring payment. This notice operates as an assignment to the workman of the money in the contractee's hands, subject only to prior assignments. The contractee, before paying money to the contractor during the progress or at the conclusion of a contract to do work for a sum above £100, must obtain from the latter a verified statement that all wages are paid, and, subject to certain priorities, the contractee must appropriate sufficient of the money due to the contractor in payment of the wages due.

**WORKMEN'S WAGES ACT, 1898.**—This Act provides that in absence of agreement, manual labourers are to be paid weekly. A workman's wages not exceeding £10 are a first charge on moneys due to or in the hands of a contractor. No assignment made by a contractor of money due or to become due under a contract is to have effect until the wages of the workmen on the contract are paid, and the money shall not be attached until the workmen's claims are satisfied. A workman whose wages remain unpaid for three days after the same are due, and demand has been made, may by notice attach money due to the contractor in the hands of the person for whom the contract work is being done.

**TRUCK ACT, 1897,** provides, among other things, that all wages are to be paid in money and that no set-off for goods supplied by the employer shall be allowed. The intention of the Act is to prevent any employer compelling his workmen to buy his goods at any particular store in which the employer may be interested.

The following is a synopsis of the Acts dealing with the restrictions of alien immigration; but it may be mentioned that measures of this nature will, however, be shortly taken out of the hands of the State Legislatures and will be dealt with by the Federal Parliament, which has power to legislate for the whole of Australia in matters pertaining to alien immigration:—The Chinese Immigration Restriction Act 1889.—This Act provides that no vessel is to bring to the State more than one Chinese passenger for every 500 tons register she possesses. No Chinese is allowed to enter the State by land without a permit; but these provisions do not apply to a naturalised Chinaman. No labourer of the Chinese race shall be imported in contravention of any of the provisions of this Act, and no such labourer shall be imported by any person of the Chinese race.

**THE IMMIGRATION RESTRICTION ACT, 1897,** gives power to prohibit the entry of any undesirable immigrant, in-

cluding the following: Any person likely to become a charge on the State; an idiot or insane person; any person suffering from a dangerous contagious disease; any person who has been convicted of a felony or infamous crime within three years preceding, and has not received a pardon therefor; any prostitute; or any person who, on being asked to do so by an officer appointed under the Act, shall fail to himself write out, in the presence of the official, in the characters of any language of Europe, a passage in English of fifty words in length, taken from such British author, and sign his name thereto, in his own language.

**THE IMPORTED LABOUR REGISTRY ACT, 1897,** provides that no person apparently a native of India, China, Africa, or the islands of the Indian or Pacific oceans, or of the Malayan Archipelago, shall enter by land or sea any part of the State south of the twenty-seventh parallel of south latitude, and that none of the persons mentioned shall be imported by any person apparently a native of the places named. Only one such labourer is allowed to be imported for every 500 tons of a ship's capacity, and he must not be imported unless a contract has been entered into with him by the employer or his agent at the port at which he is shipped. Every such contract must be entered into before and signed by a British or Dutch authority, or the authority of a European Government designated by the Governor of Western Australia. The contract must specify the nature of the employment, period of service (which must not exceed three years), wages to be paid, times of payment, and that rations are to be supplied and that the labourer will be returned, at the expense of the employer, to the port at which he shipped at the end of his service. The captain of the vessel must furnish to a customs officer or to the police a list of such labourers, with medical certificate, before landing them. The person importing such labourer must, before the latter is allowed to land, deposit with a magistrate an undertaking, with security, that he will pay for the labourer's return at the expiration of his employment. Within fourteen days of landing, the contract already entered into must be verified before a magistrate in Western Australia. Any such labourer mentioned must not be employed in a mine or in any goldfields township.

**THE NATURALISATION ACT, 1871.**—Although an alien may acquire, hold, and dispose of real and personal property as if he were a natural-born British subject, he is not qualified for any office or for any municipal, Parliamentary, or other franchise; nor is he qualified to be the owner of a British ship. However, upon obtaining a certificate of naturalisation and taking the oath of allegiance to the British Sovereign, he becomes entitled to all political and other rights, and is subject to all obligations to which a natural-born British subject is entitled or subject.

To become naturalised, he must present to the Governor a memorial stating his age, profession, or trade, and the duration of his residence in the State, and all other grounds upon which he seeks the rights and capacities of a

natural-born British subject. Every memorial shall be considered by the Governor-in-Council, and if he think fit he may issue a certificate of naturalisation. Within sixty days of the issue of this certificate, the person claiming naturalisation must take the oath of allegiance before the Chief Justice or resident or police magistrate. A fee of £1 must also be paid. Any woman married to a natural-born subject, or to a person duly naturalised, shall be herself deemed to be naturalised.

#### CONDITION OF LABOUR.

The transactions of the Post-office Savings Bank afford a means of judging of the material welfare of the workers of the community. This institution is controlled by the Government, and most of the money deposited is paid in in small amounts by the labouring classes. Year by year the number of depositors has increased, the total amount has grown annually by leaps and bounds, and the average individual credit has each year become larger. At the end of 1891 there were 3,564 depositors, the total amount due to them being £46,181, or an average amount of £12 19s. 2d. each. At the end of July 31, 1901, there were 39,780 accounts open, and the balance to the credit of depositors was £1,618,119 18s. 9d., or an average amount of £40 13s. 6d. standing to the credit of each account remaining open at that date. This total at the end of July shows an increase of £39,538 0s. 3d. over the total standing at the end of the preceding June. These figures show the sound condition in which the great body of the community stands. It must also be borne in mind that each month a large amount of money is sent out of the State in small amounts by persons whose families are resident elsewhere. These remittances of late show a considerable decline, owing to people becoming more settled in this State, and in consequence bringing their families to reside with them here. During July, 1901, for instance, the amount sent out of the State by means of money-order remittances was £28,350 12s. 11d., and this total falls below the amount despatched in June by £2,757 10s. 8d. Of these sums, Victoria receives the greater share. The amount for July was made up as follows: Remittances to London, £5,010 10s. 4d.; South Australia, £4,000; Victoria, £13,265 4s. 3d.; New South Wales, £5,034 16s. 6d.; Queensland, £500; Tasmania, £500; and India, £40 1s. 10d.

#### TRADES UNIONS.

There are trades unions and labour organisations in almost every part of the State. The workers in nearly every industry are formed into a union. The third annual West Australian Trades Union and Labour Congress, at which forty-nine different organisations were represented, was held at Kalgoorlie in August, 1901, when matters pertaining to trades unionists and their interests were fully discussed. At the General Elections held in April, 1900, five Labour members were returned to the local Parliament, while to the first Federal Senate two, and to the first Federal House of Representatives two direct representatives of labour were returned from this



State. At present a day's work is not universally regarded in Western Australia as consisting of eight hours, but it is understood an attempt will shortly be made to legislate upon the subject.

### CONCLUSION.

The vast area and varied resources of Western Australia offer most tempting inducements to the man of energy who is capable and willing to undertake the hard pioneering work that will undoubtedly lead him to comfort and affluence. To the farmer's son, without much means, but with the desire to work and the knowledge how to till the soil, special advantages are offered in the shape of good markets, good soil, good climate, and regular rainfall. To the skilled labourer, the manufacturing industry, with its big future, offers chances of remunerative employment, and with the assistance of capital offers hopes of a flourishing business. To the man who has the inclination to go out into the interior, there are wide extending plains rich in gold and minerals that will continue to yield up their hidden wealth to the adventurous prospector. There is no resource possessed by any other portion of Australia that Western Australia does not possess within her borders, and there are many in which she stands pre-eminent. It only needs that her population shall continue to grow as it has done during the past six years to make her one of the soundest and most progressive States of the group.

## Finance.

### THE STATE'S INDEBTEDNESS.

By J. L. NANSON, M.L.A.

In a paper dealing with the loan operations of Western Australia it is necessary to look back for a period of something like ten years, to the time when the colony received the Constitution which gave to her responsible government, or, in other words, the full control of her own affairs. That fortunate event happened in the last month of 1890. Prior to 1891, Western Australia had made more than one cautious entry into the loan market; but she had done so under the guidance and control of Downing Street, and by permission of Secretaries of State, who, looking at our needs through English spectacles, had but the slightest sympathy with the contention that if a new and undeveloped country is to make any but the slowest progress, it can only be by initiating a vigorous policy of public works out of loan funds, with efforts to supplement and encourage the efforts of private enterprise. When, therefore, Western Australia attained, so to speak, her political majority at the close of 1890, the public debt was under a million and a half, or, to be exact, £1,267,445, equivalent to £29 10s. 10d. per head of the estimated population. Each of the next ten years has seen a substantial addition to the total, until, on December 31, 1900, the

debt stood at £12,227,763, equivalent to £67 17s. 7d. per head of the population, while looking six months later to June 30 of this year, we got a total of £12,280,202.

English critics, when dealing with Australian indebtedness, seldom get much further than the actual total borrowed, and the proportion which it bears to the population of the country. Arguing on that narrow basis, nothing could be easier than to prove that since the introduction of responsible government Western Australia has been kept going simply by what she could raise on loan from the too complaisant English investor. It could be pointed out that her indebtedness had grown in a very much larger ratio than her population; that, while between the beginning of 1891 and the close of 1900 her liabilities have increased nearly ninefold her population has increased less than fourfold. But to argue merely from these premises can only end in landing the enquirer into a maze of erroneous conclusions. To English ideas, an indebtedness in round figures of £70 per head of the population is enormous, and may not unnaturally seem to impose a crushing burden on the community that has to defray the annual interest and sinking fund charges. But to those West Australians who have not taken the trouble to familiarise themselves with the channels into which our borrowings have been directed, the loan policy for this State for the past ten years is a subject, not for regret, but for the sincerest congratulation.

The following returns, taken from the monthly Statistical Abstract, compiled in the Statistical Office of the Registrar-General's Department, show at a glance how the loan funds of the State have been expended between the years 1882 and 1900, both inclusive:—

|                                                       |             |
|-------------------------------------------------------|-------------|
| Railways and Tramways .. ..                           | £6,636,236  |
| Electric Telegraphs .. ..                             | 269,308     |
| Harbours, Rivers, Lighthouses, &c. .. ..              | 1,437,419   |
| Roads and Bridges .. ..                               | 141,288     |
| Public Buildings .. ..                                | 63,876      |
| Water Supply and Sewerage ..                          | 724,575     |
| Development of Goldfields and Mineral Resources .. .. | 677,728     |
| Agricultural Surveys and Development .. ..            | 353,865     |
| Immigration .. ..                                     | 23,372      |
| Miscellaneous .. ..                                   | 63,173      |
| Total .. ..                                           | £10,390,840 |

A salient feature to be borne in mind in connection with these figures is not only that the largest proportion of the loan funds has been spent in developing and, therefore, in adding to the wealth-producing capacity of the country—which is obviously of the utmost importance—but also that these loan funds necessitate a very trifling contribution from that portion of the general revenue raised by taxation, in order to meet the interest and sinking fund charges.

An interesting return might be compiled showing in one column the amount spent during the past ten years from revenue on public works, and in the other column the amount spent from

loans for similar purposes. The total on the revenue side of the return would, it is safe to say, bear very favourable comparison with the sums expended from loans. It will have been noticed from the figures given above that out of a loan expenditure of upwards of £10,000,000, public buildings have not absorbed more than £63,876, or considerably less than one per cent. of the whole. Yet, during the period covered by that loan expenditure, the progress of Western Australia has necessitated the erection of public buildings in all parts of the colony. New public offices, new schools, hospitals, police courts, post and telegraph offices have had to be provided in order to satisfy the needs of a rapidly growing population. Practically, the whole of these conveniences and necessary adjuncts to civilisation have been provided, not from loan funds, but out of the general yearly revenue of the country. Nor has this expenditure been confined only to buildings. The cost of the construction of the York-Greenhills railway came from the same source, and some hundreds of thousands of pounds must have been disbursed from the ordinary income of the State in the construction of roads and bridges. It goes without saying that all of this vast expenditure, drawn, not from the foreign lender, but from the pockets of the people of Western Australia, has vastly improved the national estate, has increased the value of the country's assets, and has, therefore, enhanced the security which we can offer as a set-off to our indebtedness.

Another consideration which should appeal to the English investor in our stocks is, as has already been indicated, that the payment of the interest on our indebtedness does not require to be met by the imposition of heavy taxation charges. For the financial year ended June 30, 1900, the sum needed for interest on the indebtedness of the State was £374,618, and for sinking fund £65,207, making a total on the two items of £439,825. But so wise and well considered has been the railway construction policy of the country that the railways alone, after paying working expenses, contributed very nearly sufficient to defray the interest and sinking fund on our entire indebtedness.

The gross railway revenue for the year ending June 30, 1900, amounted to £1,259,512, from which had to be deducted for working expenses £861,470, leaving a profit available for payment of interest and sinking fund on the general debt of the State of £398,042. We have already seen that the sum required for interest and sinking fund on the entire debt was in round numbers £440,000. Of this amount the railways earned, for the financial year 1899-1900—the latest for which the returns are at present available—in round numbers £400,000. The position, then, is that the railways have paid all the interest and the sinking fund on the debt, with the exception of £40,000, equivalent to the interest, at four per cent., on £1,000,000.

At the time of the introduction of responsible government, when the debt was under £30 per head of the population, the burden on the country was greater



than it is to-day, when the debt stands to about £70 per head. Prior to the responsible government era, the railways, though, of course, of vast indirect profit to the country, did not earn sufficient to pay their way. They represented, not a direct cash profit, but a direct annual loss. Consequently, the whole of the interest and sinking fund on our public debt had then to be paid out of a general revenue—mainly drawn from Customs taxation—which barely exceeded £400,000. For the year ended June 30, 1900, the interest earned by the railways on their capital expenditure, after payment of working expenses, amounted to 5.81 per cent., which means that out of their profits they were able to pay the interest on all the indebtedness of the State, save £1,600,000, the latter sum representing in round numbers an annual charge of £40,000. In other words, the extent to which the people of Western Australia are actually taxed in order to pay the interest and sinking fund upon a debt of £12,000,000 is about 4s. 6d. per head per annum. More than nine-tenths of the interest and sinking fund are paid out of the earnings of the railways; less than one-tenth is drawn from taxation. And yet we are sometimes asked to believe that Western Australia has indulged recklessly in over-borrowing. As a matter of fact, the proceeds of her loans, having been spent for the most part on productive works, have not only enormously assisted in the development of the country, but have also lightened, almost to vanishing point, the interest burden. It may be said with the almost confidence that no country in the world has better justified a borrowing policy than has Western Australia. The interest of all but a very small proportion of her debt is paid, not out of taxation, but from the ordinary trade earnings of her railways. It has paid Western Australia to borrow, because the money has been spent on reproductive works. That has been her policy from the time she was given control over her own affairs. That is her policy to-day. That, there is every reason to believe, will continue to be her policy in the future.

The position of Western Australia at the present time in regard to her public works is that she has a number of undertakings in hand, for the completion of which it will be necessary for her to make further applications to the loan market. As the Honourable the State Treasurer pointed out in the course of his lucid explanation of the State indebtedness, when moving the second reading of the last Loan Bill, on July 11 of this year (1901), the Government does not intend at present to do more than complete the works authorised by Parliament under the Forrest Administration. But simply to carry out that programme means a considerable expenditure of loan funds.

The Coolgardie water scheme, which, exclusive of reticulation, will probably cost £2,600,000, has not yet been completed. The Fremantle Harbour works and docks demand £530,000. The Boulder-Brown Hill Railway, the Menzies-Leonora Railway, and the Cue-Nannine railway, all of which have been commenced, need respectively £17,000, £83,700, and £60,400. In addition, £265,000 is required for rails and fasten-

ings for these and other lines. No less than £318,000 will have to be raised for additions and improvements to opened railways, and for rolling stock the still larger sum of £742,000 must be found. These two last items, though combined they mean a loan of upwards of a million sterling, afford the most eloquent and convincing testimony to the commercial success of our railway system. At present, the traffic on the Eastern railway, between Fremantle and the coast, is, with the exception of the small Fremantle and Midland Junction suburban section, carried on a single line of rails. So much has the traffic increased, that it has now become necessary to provide a double line for the entire distance from Fremantle to Kalgoorlie. The sum of £742,000 for the purchase of additional rolling stock is on precisely the same footing. At the present time, the railways are losing business, because they have not a sufficiency of locomotives and trucks with which to cope with the goods that come pouring in upon them. The scarcity of rolling stock has for months past been an almost daily head-line in our newspapers. It is admitted on all sides that the necessary facilities for dealing with the traffic have only to be provided in order to produce a substantial increase in the already large business in the railways, and a corresponding addition to their revenue-earning capacity. Money is also required for the erection of railway work-shops at Midland Junction. The present shops at Fremantle date from the time when our railways were in their infancy. They have long since been unequal to the demands upon them. They are occupying ground which is urgently wanted for the extension of the railway goods yards at Fremantle, the chief port of the State, and the starting point of its railway system. When the shops are removed to more commodious quarters at Midland Junction, repairs will be effected, and trucks and locomotives will be put together with a speed and an economy impossible in the present very cramped quarters.

It may seem an enormous amount, when it is stated that within the next three or four years something like £1,900,000 will have to be borrowed and spent in adding to the effectiveness of our railways. But it is precisely because of the rapidly growing business which the railways are doing that this formidable outlay cannot be denied. No business man, if placed in a similar position, would hesitate to incur the liability. To do so would be to starve our greatest revenue earner, and, what is worse, to fatally check the development of the country. Within the last few months we have seen the almost acute crisis to which the industry of the country can be brought by an insufficiency of railway rolling stock. Even now, there is a danger of timber mills being shut down, not because of the lack of orders, but because the Railway Department cannot haul the timber to the coast, where ships are waiting to receive it. Starve the railways and you starve every industry dependent on them. To check their progress is to check the advance of Western Australia all along the line.

The justification pleaded for extending the usefulness and efficiency of our rail-

way facilities applies in an almost equal degree to the Harbour works at Fremantle, and to the scheme for conveying water from the Darling Ranges to the Eastern goldfields. The Harbour works, as originally designed, did not contemplate the extension of commerce which has since overtaken Western Australia. The accommodation is no longer in proportion to the needs of the shipping using the port. Either it must be enlarged, or we must be prepared to see our rapidly expanding trade impeded and crippled. In an equal, if not in a greater, degree the progress of the Eastern goldfields is checked by the insufficiency of the water supply. Nothing else can be expected when it is remembered that the price which has, at present, to be paid for fresh water ranges from £3 to £4 per 1,000 gallons. Under the Coolgardie scheme, it is claimed that the water from the main reservoir at Mundaring will be delivered into the distributing reservoir on the fields at a cost of 3s. 6d. per 1,000 gallons. As the Treasurer for the State has been careful to point out, it will not be possible on a commercial basis, allowing, that is, for the payment of interest and sinking fund and working expenses, to deliver the water to the consumer at 3s. 6d. But suppose, for the sake of argument, that it will cost as much to the consumer as 10s. per 1,000 gallons at his door, even that relatively high figure will represent an enormous reduction, as compared with the prices that have ruled since the discovery of the fields. No public undertaking upon which the State has embarked has attracted to itself more unsparing criticism. But, at the present time, notwithstanding all that has been said, the prospect of an engineering success has never seemed more assured; and, as to selling the water at a profit, the scheme has the advantage of being without a competitor. The uncertain, fluctuating, and practically prohibitive local supply cannot be regarded as seriously entering into rivalry with it.

The loan projects of the future, as distinct from those which the State has already in hand, are distinctly of a remunerative character. They comprise reticulation on the goldfields, in connection with the Coolgardie water scheme, and water supply for the metropolitan area—that is, embracing every town from Midland Junction to Fremantle—and deep drainage for Perth and Fremantle. Each of these three projects is estimated to cost, on a rough calculation, half a million sterling. Strictly speaking, they are of a municipal, rather than of a national, character; and, although the State credit will be availed of to raise the money for their construction, when completed they will be administered in such a fashion as not to impose any burden either in the form of interest or sinking fund upon the public revenue. Practically, they will be municipal loans raised under a State guarantee and expended under Government supervision. But the administration will, it is generally conceded, devolve upon specially appointed boards representative of the Government and the municipalities, with power to rate the consumers for the payment of all working expenses, interest and sinking fund.



In conclusion, the contention may be again advanced that the present immediately prospective indebtedness of Western Australia, though large, no doubt, in proportion to our population, is insignificant in relation to the taxation burdens which it imposes upon the people. It is, to all intents and purposes, a debt that is paying its own way. Hitherto, it has played a very leading, and, indeed, a very indispensable part, part in developing our resources and assisting in the production of wealth. No country in the world can show a larger revenue in proportion to its population than our own. The explanation must be sought, to a very considerable extent, in the wise expenditure of loan funds upon reproductive, revenue-earning public works. It cannot too often be reiterated that interest and sinking fund for very nearly the whole of our indebtedness have hitherto been paid, not out of taxation, but from ordinary commercial earnings. So long as that can be said, it is idle to talk of over-borrowing and of a crushing load of liabilities. Neither, so far as this State is concerned, has any existence in fact.



L. S. ELIOT,  
Under State Treasurer.

LAURENCE S. ELIOT, Under-Treasurer of the State, is a very old Government officer, and during his time has efficiently filled many positions. In 1883 he was magistrate's clerk at Bunbury, and in 1872 was a clerk in the Colonial Secretary's Office. Subsequently, for three years he acted as Clerk to the Legislative Council, and in 1876 received the appointment of Registrar-General, being also Registrar of Brands and likewise of Deeds. From 1878 to 1880 he was Acting Chief Clerk in the Colonial Secretary's Office, and in 1881 he was entrusted with the important duty of taking the census and superintending its compilation, at the completion of which he received the appointment of Chief Clerk and Accountant in the

Treasury. From December, 1889, to October, 1890, he was Acting Assistant Colonial Secretary, and in January, 1891, he attained his present position. Mr. Eliot is a justice of the peace for the State.

#### THE FINANCIAL INSTITUTION OF THE STATE.

It is no exaggeration to say that the Western Australian Bank, which has been so closely connected with the rise and progress of the State, is the chief financial institution of Western Australia. The history of the Bank is full of interest, and its marvellous progress since its establishment in 1841 has very properly been characterised by an able writer as a "fairy tale of finance." From an article written on the early history of the Bank, from particulars supplied by Mr. H. D. Holmes, the present general manager, we are enabled to cull some interesting details. In the earliest days of this State's existence there was established what was known as the Western Australian Banking Company, the object of which was really to fill the position of a land bank. The banking company named, however, did not last long. Although the first bank had apparently been of little benefit to the State, it was evident its loss was severely felt, because an influential protest was raised against the absence of a local banking institution. In the beginning of May, 1841, as the result of several private meetings held in Perth and the country districts, it was decided to appeal to the public for subscriptions to the shares of a new banking institution, and the following prospectus was issued:—

#### " PROSPECTUS

"For the formation of a banking company in Perth, to be called

"The WESTERN AUSTRALIAN JOINT STOCK BANK. Capital £20,000,

"in 2,000 shares at £10 each.

"The late Western Australian Banking Company, having resolved (by a majority of six votes only) to commit an act of unnecessary and gratuitous suicide, and having thereby left open the ground which they occupied so profitably to themselves and usefully to the public, it is proposed to occupy that ground by forming a banking company upon principles as liberal as prudence and the safety of the Association will admit.

"That the public welfare requires another bank, and that there is every reasonable prospect of its success is apparent to all except those who may be interested in supporting a monopoly or prejudiced in favour of a mill-horse mode of doing business. It is intended as far as possible to make this Company an Association of the public for the good of the public. With this view, and to enable as many as possible to partake in the benefit, the shares are reduced as low as £10 each. And it is hoped that the object of the Company being kept in view, the necessary support will be given, that it may begin, continue, and complete its operations. The projectors of this Company consider that every cir-

cumstance combines to make it desirable for the public good at once to establish a joint stock bank with the greatest possible extent of capital, so as to secure the confidence and security of depositors and the greatest practical accommodation and assistance to those who may require it. The Bank will, of necessity, be confined at first to internal banking business, but it is intended to use every effort, unceasing till the object be attained, to establish a foreign agency by means of which the customers of the Bank may ensure the safe transmission of money to and from London and other places.

"The capital of the Bank is, for the present, proposed to be nominally £20,000 until the colony has gained an accession of settlers and wealth, when it is hoped, for the sake of extending the business of the bank, to cash credits, that the above sum, or even a greater, may be raised. A much smaller sum, however, will be amply sufficient to commence business. It is proposed, therefore, that as soon as the sum of £5,000 has been subscribed, to open the Bank and leave the remainder of the shares to be taken as they may be required by old or new settlers, and, with the increasing capital, to increase the facilities for carrying on the agricultural and commercial operations of the colony.

"At present the following will be the business of the Bank, viz.: The issue and circulation of notes, reception of deposits and discount of bills, looking forward, however, to and endeavouring by every means to establish in this colony the system of cash credits—a system most admirably suited to the circumstances of the majority of the settlers who have an abundance of property or money's worth, but often unable to dispose of it in the present state of the colony for its fair value. Anyone who will impartially study this admirable mode of borrowing money must confess its vast advantages.

"The proprietors and directors of this Bank, being local, will have an independent power of action on all occasions. Their profits, as well as principal, circulating within the colony, will both tend to increase its prosperity, and the numerous proprietors being resident in the colony, and being jointly and severally interested in the prosperity and liable to the losses of the business, will ensure confidence and credit, and will promote ample business in circulation of notes in deposit, loans, and discounts, and by being vigilant in rigidly excluding every kind of speculative transaction they will afford a satisfactory guarantee to the community at large that their means are employed in legitimate banking operations, thereby precluding the probability of any sudden termination of the banking business by bankruptcy or otherwise.

"It is proposed to discount bills at the following rates, viz.:—

"Approved bills and notes not exceeding two months, 9 per cent.

"Above two and not exceeding three months, 9½ per cent.

"Above three and not exceeding four months, 10 per cent.





HEAD OFFICE, PERTH.

"Above four and not exceeding five months, 11 per cent.

"Above five and not exceeding six months, 12½ per cent.

"Exceeding six months must be the subject of a special agreement.

"In discounting, one approved name will not be objected to. And in all discounts collateral security will be called for or not, as the directors may think proper. And the only answer in rejection of a bill or note will be 'No.'

"No charge will be made for keeping current accounts, but it is expected that a balance will be kept in favour of the Bank, and no accounts will be allowed to be overdrawn unless a previous arrangement has been made.

"In order to encourage a saving of money, by the working classes especially, interest at the rate of £5 per centum per annum will be allowed on all fixed deposits for six months certain from £5 to £500. Beyond the latter sum, a special arrangement must be made. The depositors will be allowed at any time to withdraw their deposits should they be induced to do so by any sudden prospect of advantage, or compelled by any pressing emergency within the time

fixed; but in such case no interest will be allowed for a less period than six months.

"In all transactions the proprietors of the Bank will be preferred to non-proprietors.

"It is proposed, but of course subject to further consideration, that the shares shall be paid up as follows:—

"£5 on each share on the formation of the Company, and for the commencement of business.

"£2 10s. further on each share in six months after the payment of the first instalment.

"The remainder as may be required on due notice being given.

"As soon as the funds will allow, it is proposed that a general special meeting of the proprietors shall be called to consider the propriety of granting to such proprietors as may desire it, cash credits upon their giving approved security.

"The proprietors, having the election of their own directors, will have the power of selecting a fair proportion of agricultural and commercial men, and thereby to neutralise any undue bias in favour of one or the other interest.

"Lists will be open for the names of those who may be willing to become proprietors of the Bank, at the Club House, at the offices of 'The Inquirer' and 'Perth Gazette,' and at York. As soon as a sufficient number of names be subscribed, a public meeting will be called to take final measures and settle the terms of the Deed of Settlement.

#### "PROVISIONAL COMMITTEE

"William Tanner, Esq.

"Richard Hinds.

"J. S. Roe.

"Edward Hamersley.

"Samuel Moore.

"T. R. C. Walters.

"W. J. Lawrence.

"Geo. Fredk. Stone, Secretary pro tem."

On the 13th May, only 350 shares had been applied for, which represented a capital of £1,750. It was evident that the idea of starting with a paid-up capital of £5,000 was abandoned, as the Bank opened in June with a capital of a little over £2,000. The actual date upon which the deed of settlement was fixed was June 23, 1841. Among the provisional directors we find the names of Mr. J. S. Roe, father of Mr. J. B. Roe, one



of the present directors, and Mr. Edward Hamersley, whose family has been intimately associated with the history of this State. The secretary was Mr. George Frederick Stone.

The following names appear among those who held receipts for the application money required on the first issue of shares:—

Agett, D. B.  
 Bateman, John.  
 Back, Edward.  
 Bull, H.  
 Burgess, W. S. and L.  
 Belcher, Peter.  
 Croft, F.  
 Cole, H. L.  
 Chipper, J.  
 Curtis, A.  
 Cruse, W.  
 Dyer, James.  
 Davey, J. W.  
 Devenish, —.  
 De Burgh, R.  
 Drummond, S.  
 Edwards, —.  
 Francisco, A.  
 Ferguson, —.  
 Gresswell, John.  
 Gregory, John.  
 Heard, Wm.  
 Hamersley, E.  
 Hardy, John.  
 Hinds, R.  
 Habgood, R. M.  
 Irwin, F. C.  
 Jeeks, Thos.  
 Knight, W.  
 Lawrence, W. J.  
 Leeder, H.  
 Lazenly, G.  
 Middleton, S.  
 Maycock, B.  
 Moore, G. F.  
 Moore, S.  
 Middleton, M. A.  
 Mackie, John.  
 Manning, Henry.  
 Nairn, W.  
 Phillips, S.  
 Pearse, Wm.  
 Roe, J. S.  
 Stone, G. F.  
 Shenton, G.  
 Stringer, John.  
 Stirling, E.  
 Trigg, H.  
 Tanner, W.  
 Viveash, T. W.  
 Waylen, A. R.  
 Waldeck, F.  
 Wells, R.  
 Wittenoom, F. W.

The first half-yearly meeting was held on January 15, 1842, presided over by the Hon. J. S. Roe. The paid-up capital of the Bank at that time was £2,481, and the gross profits for the half-year amounted to 41 per cent. on that sum, while there was a net balance equivalent to 23 per cent. The directors determined to pay the whole expenses of flotation, which only amounted to £122. After providing for this out of the profits there was still left a dividend of 15 per cent., and this was declared. The Bank was not long in existence before it took steps to establish a foreign agency, and made arrangements with a firm of bankers—Mangle, Price and Co., 8 New Broad street, London.

In 1846, the Bank purchased the pre-



J. S. ROE,  
First Chairman.

mises of their deceased rival, the Australasian Bank, now known as the Bank of Australasia, in St. George's Terrace, adjoining the old Victoria Library. In January, 1844, the first notes of the Bank were issued. In 1846, the Bank's first cashier and manager, Mr. R. Wells, died, and Mr. Lochee was appointed manager. The terms and conditions imposed on the manager were exceedingly stringent, as may be gathered from a paragraph in the agreement, which declared that the manager "was not to leave the Bank for a single even-

place in the timber trade. The Bank determined to assist in every possible way legitimate enterprise, but they pursued a very cautious policy as far as advances were concerned. In June, 1847, the discount rate was reduced from 12 per cent. to 10 per cent., the board stating at the time that they were doing this at the wish of the shareholders, and not entirely with the feeling that the object of such a heavy rate would be defeated. In this year Mr. G. Shenton, the father of the present chairman of the Bank, took his seat on the board, so that the Shenton family have now celebrated the jubilee of their connection with the directorship of this institution.

The year 1852 saw the commencement of the second decade in the Bank's history, and the balance-sheet issued at that time showed that the current deposits of that day amounted to £36,387, and the bills in circulation £6,295. The paid-up capital of the Bank was £6,006, and there was a reserve fund of £2,039, the profit and loss showing a credit balance of £1,390. The bills receivable amounted to £30,846, and the Bank held landed property of £1,060, the cash in hand amounting to £16,929.

In the following year, Sir John Lubbock and Co. were appointed the London agents of the Bank, and in 1854 arrangements were made with the Bank of New South Wales to act as their agents for the whole of the Australian Colonies. It may here be added that the Bank of New South Wales has acted continuously as the chief colonial representative of the Western Australian Bank for a period of forty-two years.

In 1862 the shareholders celebrated the fact that the Bank had attained its majority, and the existence of the institution was authorised by deed to continue



BANK NOTE, 1844.

ing without having first obtained the permission of the board of directors."

At the beginning of 1847, the directors made reference in their report to the discovery of copper and other minerals, and also to the large development taking

for a further twenty-one years. The affairs of the Bank had prospered to such an extent that the dividend was increased to £1 per share, or 20 per cent. on the increased capital. This dividend was paid for the next ten years. In 1867, the London agency was transferred





BANK NOTE, 1901.

to the South Australian Banking Company. In July of the same year, shareholders lost by death Mr. George Shenton, the then chairman of the Bank, and father of the present chairman. Mr. J. C. Carr was elected in the place of Mr. Shenton. In July, 1869, the directors brought up the question of the unallotted shares in the Bank, and in doing so referred with gratification to the fact that £25 per share had been paid for shares in the institution. In January, 1878, the Bank obtained its charter, the first directors under its new constitution being Mr. (afterwards Sir) Luke Leake, Mr. William Knight, Mr. George Shenton, Mr. James Dyer, and Mr. Alexander Francisco. Mr. Francisco did not, however, retain his seat long on the board, as he died some two years later. The Geraldton branch was opened during this year, and the close of 1877 saw the establishment of a branch at Bunbury. In the beginning of 1878, a branch



CUE BRANCH, 1901.

of the Bank at Fremantle was established on a permanent basis. Prior to this, the Bank was represented by an agency for the collection of bills and cheques, and no more. It was at this time that the name of Mr. W. T. Loton, one of the present directors of the Bank, first appears. In July, 1879, the large amount of money available from undivided profits was again troubling the directors so much that a further division of £5 took place. In June, 1880, the site on which the present Bank at Fremantle stands was purchased at a very low figure. It may be stated generally that the lands occupied by the Bank have been secured at very low prices, and could be safely written up for at least twice the amount they stand at in the books of the Bank. The prospects of the Bank at the beginning of 1882 were apparently so flourishing that the directors decided to expend a fairly large sum in acquiring premises and land at Bunbury in place of the property then held. In the same year, overtures were made

to the Bank for the establishment of a branch at Roebourne, but the directors, following a careful and cautious policy, decided to wait until business warranted such a step. In 1886, the directors decided to build more substantial premises at Geraldton and Perth. The present head office was commenced in 1886, and it was decided that the memorial stone of the building should be laid by the respected manager of the Bank, Mr. Lochee, in commemoration of the fact that he had occupied that position for over forty years. In 1886, which saw the opening of the Kimberley goldfields, Sir Luke Leake, the chairman of the board, died, making another one to the list of chairmen of the institution who had died in harness. Mr. J. B. Roe was elected a director in the place of Sir Luke Leake, whilst Sir George Shenton became chairman of the Board, a position which he has ably filled ever since. Sir George, it may be added, has been connected with the institution for about



CUE BRANCH, 1894.



THE FIRST BANK AT LAVERTON.



thirty-four years, either as a member of the board or as chairman of the Bank. In October, 1887, it was decided to increase the capital by the issue of 5,000 £10 shares, which were to be issued at a premium of £14, but only 1,000 of these were eventually allotted at a premium of £14 12s., which made the



LAVERTON BRANCH, 1901.

paid-up capital of the institution £60,000. The premium was added to the reserve fund, making it £82,644. The accumulated profits of the Bank at this stage were so great that, in addition to the large dividends of 20 per cent., a bonus of 20 per cent. was declared.

In January, 1889, Mr. Lochee, who for over forty-five years had filled the post of manager to the institution, sent in his resignation, the directors and shareholders bearing eloquent testimony to the esteem and regard in which he was held. Pending the selection of a successor, who was to be obtained from the eastern States, Mr. J. F. Law, at one time connected with the National Bank in South Australia, but who had joined the staff of the Western Australian Bank in September, 1885, was appointed acting-manager, a position which he filled with satisfaction and success until August 15, 1890, when the present general manager, Mr. H. D. Holmes, was appointed.



YORK BRANCH, 1901.

Mr. Holmes had been for a number of years secretary to the Bank of South Australia, but at the time of his appointment to the Western Australian Bank he was manager of the Gawler branch of the first-named bank in that State, a position which he had filled for three years. Mr. Holmes has been a banker since 1862, and his experience was such

as to fit him specially for the position he now occupies. Writing in 1896, in an article in the "Investors' Review," a well-known writer says: "I have heard banking experts from all parts of the world express their sincere admiration of the methods pursued by Mr. Holmes in connection with this Bank, and it will probably not be challenged when I say that never in the history of a bank has the manager seen the affairs of an institution he controls grow with greater rapidity, magnitude, or stability than has been the case with Mr. Holmes and this successful commercial institution." Mr. Holmes took control of the Bank on the eve of its celebrating its jubilee, which was celebrated by the issue of new shares, which were disposed of at a premium of £15 10s. At this hundredth half-yearly meeting, Mr. Walter Padbury stated that for every original share costing £1 10s. the shareholders were receiving a return equivalent to £3 10s. per annum.

The following is a comparison between the state of the Bank in the half-year before Mr. Holmes assumed control and the half-year ending March 31, 1901:—

|                                                                                    | 1890.   | Mar., 1901. | Increase. |
|------------------------------------------------------------------------------------|---------|-------------|-----------|
| Capital Paid up .. .. .                                                            | £60,000 | £100,000    | £40,000   |
| Reserve Fund .. .. .                                                               | 64,619  | 200,000     | 135,381   |
| Profit and Loss .. .. .                                                            | 17,684  | 24,404      | 6,720     |
| Notes in Circulation .. .. .                                                       | 13,653  | 119,993     | 106,340   |
| Balances due to other Banks .. .. .                                                | 2,275   | 33,533      | 31,258    |
| Deposits .. .. .                                                                   | 268,721 | 1,735,004   | 1,466,283 |
| Specie on hand .. .. .                                                             | 49,714  | 889,839     | 840,125   |
| Bullion .. .. .                                                                    | —       | 124,211     | 124,211   |
| Government Securities .. .. .                                                      | 7,500   | 47,400      | 39,900    |
| Bank Premises .. .. .                                                              | 23,234  | 53,235      | 30,001    |
| Balances due from other Banks (including Notes and Cheques on other Banks) .. .. . | 13,396  | 169,317     | 155,921   |
| Bills receivable and other Advances .. .. .                                        | 339,642 | 913,133     | 573,491   |



KALGOORLIE BRANCH, 1901.



FREMANTLE BRANCH, 1901.





H. D. HOLMES, General Manager.

The latter half of 1892 and the beginning of 1893 were the days of financial panic and collapse throughout Australasia. Many financial institutions had to close their doors; but the Western Australian Bank came out unscathed from the disaster. The closing of the doors of the Commercial and National Banks was a severe blow to business houses in Perth. These two banks were unable, until reconstructed, to undertake any discount business, and this portion of their work was generously performed temporarily by the Western Australian Bank, an act which was warmly recog-

nised on all hands. The only rush on the local bank was of people clamouring to change notes, but this was put an end to by the Bank only issuing gold, even to contractors for wages.

The Western Australian Bank has been the pioneer financial institution of every centre, and has done more to assist in the development of mining in this State than nearly the whole of the other banking institutions combined. The Western Australian Bank is in every mining town of any importance. Without this Bank, gold-mining in this

State would not be in its present position. It may be interesting here to mention the satisfactory increase in the number of the Bank's branches. When Mr. Holmes assumed control in 1890, there were five branches, employing seventeen officers; to-day the branches number thirty-five, with a staff of 136 officers.

Up to the present time the same story of continuous success has to be told. At each half-yearly meeting the same pleasant announcement has been made to the shareholders of a 17½ per cent. dividend, an intimation that must have been as gratifying to them as to Mr. H. D. Holmes, the successful and popular manager.

We publish a number of views of the Bank's head office and branches. A comparison between the illustration of the Bank's premises in the very earliest days of its history and the present time cannot fail to be of interest, not only to the shareholders, but to those who have watched the marvellous commercial progress of this State during the past half-century.

## Public Works.

The Public Works Department is divided into three divisions—the General, the Engineering, and the Architectural. The General Division, controlled by the Under-Secretary of Public Works, Mr. M. E. Jull, includes the Accounts, Stores and Land Resumption branches, Roads Boards, Plan Records, Correspondence and Record offices. This division is in touch with the Engineering and Architectural divisions. The Engineering Division is presided over by the Engineer-in-Chief (Mr. C. Y. O'Connor), and includes the following branches:—Construction of Railways, Harbours and Rivers, Fremantle Harbour Works, Roads and Bridges, General Water Supply, Coolgardie Goldfields Water Supply Scheme, Metropolitan Sewerage and Water Supply, and Engineering Surveys. The Architectural Division is controlled by the Superintendent of Public Buildings, and is divided into the Administrative, the Professional (the Chief Architect's), and the Maintenance branches with an Electrical Sub-branch.

It will be seen what a wide and varied field is covered by the duties of the Public Works Department. Taking the work done in the Engineering Department during 1899-1900, we find that, in addition to railway construction being carried on, jetties were erected or improved at various ports of the State, from Ashburton in the North-West, to Esperance and Eucla in the South. Contracts were let for the construction of tramways at Ashburton and Carnarvon to connect the jetties there with the townships of Onslow and Carnarvon respectively, and improvements were made to the tramways at Derby, Broome, and Port Hedland, in the far North. At the two latter places, goods sheds were erected, while at Carnarvon cattle yards were put up, and the yards for the shipping



of cattle from Wyndham, Derby, and Port Hedland were improved. The construction of lighthouses also comes within the scope of this division, and during the year mentioned, a new lighthouse was erected at Bathurst Point, Rottnest Island, while plans for lighthouses at Breaksea Island and at Bunbury were prepared, as also were estimates for a lighthouse at Cape Naturaliste. The Fremantle Harbour Works, of course, require a good deal of supervision, while the Engineering Division has also charge of Roads and Bridges. The Goldfields and Rural Water Supplies likewise belong to the list of matters under the control of the Engineer-in-Chief. This branch has charge of the opening up of wells on the different tracks throughout the goldfields of the State and the building of cemented underground tanks of large storage capacity at several places on the goldfields. It has also imposed upon it the duty of looking after the stock routes from the Nor'-Western districts to the southern portions of the State, and has charge of the bores put down to try for artesian water, for fresh-water wells, and to test the country for coal.

The following are the details of the expenditure of the Department for the year ended June 30, 1900:—

|                                               | FROM REVENUE. | FROM LOAN. | TOTAL.     |
|-----------------------------------------------|---------------|------------|------------|
| Departmental .. ..                            | £30,458       | —          | £30,458    |
| Railways and Tramways ..                      | 1,297         | £167,018   | 168,315    |
| Harbour and River Improvement ..              | 2,988         | 52,769     | 55,757     |
| Fremantle Harbour Works ..                    | —             | 145,734    | 145,734    |
| Public Buildings .. ..                        | 95,592        | 39         | 95,631     |
| Water Supply and Sewerage in Towns .. ..      | 5,780         | 3,609      | 9,389      |
| Water Conservation and Stock Routes .. ..     | 10,002        | 28,574     | 38,576     |
| Coolgardie Water Supply Scheme ..             | —             | 472,963    | 472,963    |
| Roads and Bridges .. ..                       | 68,308        | 913        | 69,221     |
| Boring for Coal and Miscellaneous Works .. .. | 10,758        | 59,424     | 70,182     |
| Telegraphs .. ..                              | —             | 5,719      | 5,719      |
| Total .. ..                                   | £225,183      | £936,762   | £1,161,945 |

The stock routes of the State, with the expenditure upon them from loan moneys to June 30, 1900, are as follows:—Kimberley-De Grey, £3,750 11s. 2d.; Mingenew-Mullewa, £1,256 4s. 1d.; Murchison-Shark's Bay, £258 11s. 3d.; Northern-Eastward, £6,113 2s. 2d.; Northern-Westward, £14,170 6s. 10d.; Perth-Irwin, £160; Port Hedland-Marble Bar, £58 18s. 2d.; Robe River-Northampton, £1,966 11s. 6d.; Peak Hill-Lake Way, £17 18s. 8d.

The Coolgardie goldfields water supply scheme is under the supervision of the Engineer-in-Chief, as well as the Metropolitan (Perth and Fremantle) Sewerage and Water Supply. The department has recently carried out for the Perth Metropolitan Water Works Board an additional storage reservoir at Mount Eliza, to hold 2,400,000 gallons, together with due provision for filtering. The extension

of the reticulation system of the Fremantle Water Supply is in charge of the department, the total length of water mains laid at date of last report being about thirty-six and a half miles. At the end of the financial year, 1900, the value of the Fremantle Water Works was £34,315; the revenue was £7,313 1s. 8d., and the maintenance and management amounted to £2,860 16s. 11d.

C. Y. O'CONNOR, C.M.G., M.I.C.E., Engineer-in-Chief to the Department of Public Works, is a native of Ireland, and was born in 1843. After completing his education, he was apprenticed, at sixteen years of age, to Mr. John Challenger Smith, M.I.C.E., and until 1865 was engaged in engineering works connected with Irish railways. He then emigrated to New Zealand, where he was appointed assistant engineer in the Province of Canterbury, under Mr. Dobson, who re-



PUBLIC OFFICES, PERTH.



C. Y. O'CONNOR.





VICTORIA PUBLIC LIBRARY, PERTH.

tired from that position in 1870, and was succeeded by Mr. O'Connor. During 1871-2 he was district engineer for Western Australia, and engineer for the West Coast district. These positions were held until 1880. Also, in 1877-8, Mr. O'Connor was consulting engineer for the Hokitika Harbour Trust, which body was then carrying out extensive harbour improvements. From the early part of 1880 to the end of 1883, Mr. O'Connor held the position of inspecting engineer for the Middle Island, and after that was appointed Under-Secretary for Public Works for the colony. In May, 1900, he accepted the position of Marine Engineer for the colony. In April, 1880, Mr. O'Connor was admitted a member of the Institute of Civil Engineers, England, and in April, 1891, was appointed Engineer-in-Chief of the Public Works Department of this State, beginning his duties in the following May, and is still the professional head of the Department. Mr. O'Connor's name will always be associated with two great public works in Western Australia—the Fremantle Harbour Works, and the Coolgardie Water Scheme.

#### THE VICTORIA PUBLIC LIBRARY.

The Victoria Public Library of Western Australia was founded as a monument in celebration of the jubilee of Her late Majesty's reign. Although not

actually in the teens of its existence, it has manifested such marvellous growth and development as to constitute the institution an interesting and important witness of the rapid progress of the colony since its inception. The estimates for 1887, laid before the old Legislative Council in 1886, included provision for the expenditure of £5,000 on the celebrations in Western Australia of Her late Majesty's Jubilee. As the Council had arrived at no decision as to the manner in which the vote should be expended, a Commission was appointed to devise a scheme for the erection of a suitable memorial to commemorate the event. The Commission, of which the then Governor, Sir Fredk. Napier Broome, was chairman, consisted of members of the Council and prominent colonists. The Commission held its first meeting in 1886, and the ultimate decision of its deliberations was that £2,000 of the vote should be set apart as Western Australia's contribution to the Colonial Institute, and the balance (£3,000) devoted to the foundation of a Free Public Library to be erected in Perth. This decision having been arrived at, His Excellency the Governor appointed a committee, to whom the necessary details in connection with the selection of a site, the preparation of plans, and the foundation of the Institute were entrusted. This committee, in the report it eventually submitted

to the Council, recommended the old Govt. Boys' School, in St. George's Terrace, as a suitable site for the Public Library. As, however, there was an insufficiency of funds for carrying out the object in its entirety, the committee advised that only the foundation of the building should be laid. It was suggested that, in the meantime, the old premises of the Western Australian Bank should be leased, and books to the value of £1,000 obtained from England, to serve as a temporary library, pending the completion of a permanent edifice. The report of the committee was adopted, and on June 21, 1887, His Excellency the Governor laid the foundation stone of the proposed building. The Victoria Public Library Bill was afterwards introduced into the Council, and passed through all its stages, but it ultimately failed to become law. In May, 1888, a committee of management was appointed, consisting of Sir Malcolm Fraser (chairman), and Messrs. Septimus Burt, Q.C., J. W. Hackett, M. F. A. Canning, and F. J. Hickling. On January 26, 1889, the Victoria Public Library was opened, at the inaugural ceremony there being 1,796 volumes on its shelves. As years passed by, and the city expanded so suddenly and rapidly, consequent upon the new era in the colony's history, through the discovery of gold, it was decided that the site originally selected was unsuitable.



The present one in James-street, immediately north of the railway line, and fronting the Museum, was then fixed upon. In May, 1896, a commencement was made with the present structure. The foundation-stone on the site in St. George's Terrace, previously laid by Governor Broome, was removed to the new locality selected, and an additional stone, commemorative of Her Majesty's Diamond Jubilee, was placed with it, and the two were unveiled by the Governor, Sir Gerard Smith, on June 22, 1897, the ceremony forming part of the celebrations, in Western Australia, of the sixtieth year of Her late Majesty's reign. The Victoria Public Library, therefore, occupies the interesting and unique position of being a memorial of two most important events in the history of the Empire, notwithstanding that a decade elapsed between their respective celebrations. The present structure was completed in 1897, and in August that year the task of removing from the old premises to the new was accomplished. The building in St. George's Terrace, which was for over eight years the temple of recreation and study, has now degenerated into a store room in connection with the business of a mercantile firm in the city. The new building is a very imposing two-storied structure, the cost of construction having been £20,000. The growth

of the institution has been great and rapid during the twelve years of its existence. Opened with 1,796 volumes, the increase crept up by thousands yearly, until the total number of volumes for 1898-99 was 33,612, being 10,112 over the number recorded for the previous year. The returns for the last financial year give the number of volumes in the Library as 38,612, and 6,434 pamphlets. That the Victoria Public Library is a most popular and valuable institution is emphasised by the fact that the number of visitors to the reading-room for the year 1900 was 82,414, by no means an insignificant attendance in a population of less than 180,000 souls. The following tables supply interesting details in connection with the institution:—

| Year.   | Volumes. | Visitors. |
|---------|----------|-----------|
| 1893-94 | 5,728    | 29,154    |
| 1894-95 | 8,300    | 36,395    |
| 1895-96 | 13,035   | 41,767    |
| 1896-97 | 16,245   | 56,523    |
| 1897-98 | 23,500   | 9,574     |
| 1898-99 | 33,612   | 106,239   |
| 1899-00 | 38,612   | 82,414    |

The reading-room is open on week days from 10 a.m. till 10 p.m. Mr. Jas. S. Battye, M.A., LL.B., is the librarian.

#### MUSEUM AND ART GALLERY.

The Western Australian Museum and Art Gallery is situated a few hundred yards to the north of the Perth Central Railway Station. It is built of brick and stone, and contains two floors, each of them having a gallery 132 ft. long by 38 ft. wide; while the basement contains office and storerooms. The part completed forms the front elevation of the eastern wing as originally designed, and was finished in 1897, at a cost of £20,000. To the north of this, three galleries have already been erected, and it is contemplated, when funds are available, to complete the design in its entirety. The ground floor is at present temporarily occupied by the public library, pending the completion of the permanent building.

As in the case of most of the older museums, the collections gathered together in this institution originated from various sources. It was established on its present site in 1889, when the geological and ethnological collections in the museum formed in 1881 by the Rev. C. G. Nicolay were removed from Fremantle and incorporated with the collections of the Geological Department, Mr. Bernard H. Woodward, F.G.S., being appointed curator. In 1891 it was formally opened to the public by Sir W.



EASTERN PORTION OF MUSEUM AND ART GALLERY.





ART GALLERY (NORTH).

C. F. Robinson as the Geological Museum. This title was abbreviated by the omission of the word "Geological" in 1892, when the Government purchased the collections of the Swan River Mechanics' Institute. These dated from 1860, and comprised biological, ethnological, and geological specimens, as well as various antiquities, which had been gathered together by the energy and public spirit of the late Captain Septimus Roe, R.N., Surveyor-General. They are now in the Museum. Up till 1895 the Museum had been under the control of the Department of

Mines, but in that year its management was transferred to a committee, consisting of Sir James G. Lee Steere (chairman), His Honour Mr. Justice Stone, Sir George Shenton, Dr. Harvey, Messrs. J. W. Hackett, J. C. H. James, Charles Harper, and M. F. A. Canning. The long gallery then built, and which now contains the mammalian collection, was opened by Sir Alexander C. Onslow in July of that year.

The collections are arranged in three sections—Art, Ethnology, and Natural History.



ART GALLERY (SOUTH).



LITTLE WATTLE BIRD.



LITTLE BITTERN.



HARRIER BIRD.